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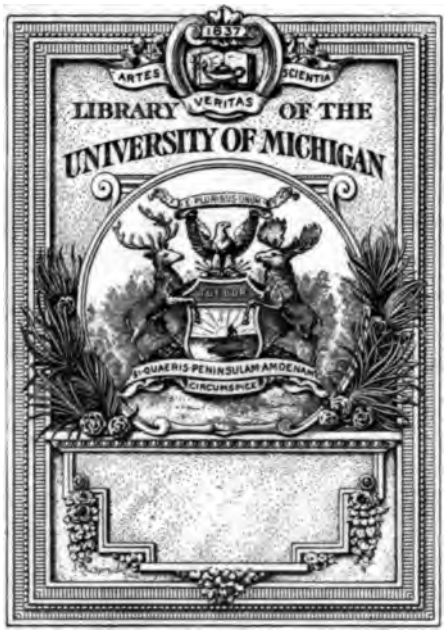

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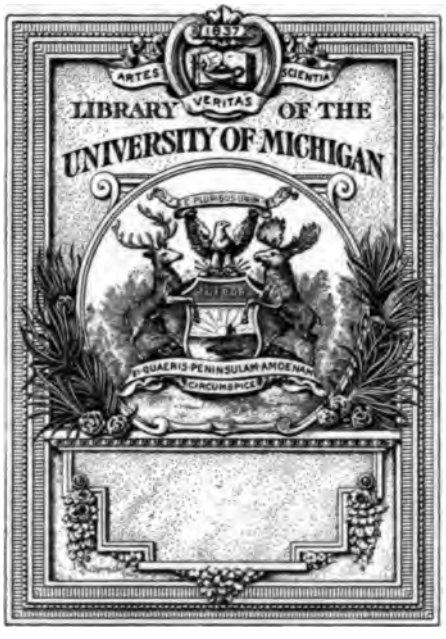

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60TH CONGRESS : : 1ST SESSION

DECEMBER 2, 1907-MAY 30, 1908

SENATE DOCUMENTS

IN 36 VOLUMES

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CONTENTS

No.
101. Recommendations of Trans-Mississippi Commercial Congress.
116. Grain grading and inspection and interstate and foreign commerce in grains.
117. U. S. representation at Pan-American Scientific Cong., Santiago, Chile, 1908.
143. Appeal in behalf of proposed University of United States.
145. Report of Treasury Department relating to Henry Fisher.
146. Report of State Department on accounts, papers, etc., relating to Henry Fisher.
154. Declared exports from Germany to United States, July–Nov., 1906 and 1907.
174. Paper relating to auxiliary German navy.
175. Need for increase in amount available for rents for Forest Service, 1908.
184. Estimate for awards of Spanish Treaty Claims Commission, May, 1907–Jan., 1908.
186. Cost of submarine torpedo boats for Puget Sound and Grays Harbor, Wash.
202. Memorial for relief of China and Japan Trading Company (Limited).
204. Postal laws and regulations pertaining to second-class mail matter.
205. Memorandum relating to command of hospital ships.
206. Memorial of Tonkawa Indians relating to claims against United States.
207. Laws regulating liability of employers for injuries to employees.
210. Memorial protesting against further multiplication of battle ships.
212. Railroad bonds as securities from national banks.
214. Statement relative to mail trains.
216. Creation of Volunteer retired list.
220. Statistics of immigration at New York City.
221. List of national banks awarded Panama Canal bonds, etc.
226. Decisions relative to railroad passes and free transportation.
232. International Congress of Hygiene and Demography, Washington, 1910.
243. Statistics on banking and currency.
256. Government control of wireless telegraphy.
257. Condition of natives of Alaska.
258. Our unelastic currency.
278. Ownership of corporate stocks by other corporations.
279. Information concerning certain railroad land grants.
283. Insane in District of Columbia.
296. National banking associations placed in hands of receivers since January 1, 1893.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 101.

RECOMMENDATIONS OF TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

LETTER FROM THE TRANS-MISSISSIPPI COMMERCIAL CONGRESS TRANSMITTING RECOMMENDATIONS TO CONGRESS ADOPTED AT ITS EIGHTEENTH ANNUAL SESSION.

DECEMBER 16, 1907.—Referred to the Committee on Commerce and ordered to be printed.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS,
Muskogee, December 10, 1907.

Mr. VICE-PRESIDENT: Inclosed please find copy of the recommendations adopted by the Trans-Mississippi Commercial Congress at its eighteenth annual session, held in this city November 19–22, 1907.

It is the earnest desire of the executive committee that you give these recommendations careful consideration and have proper reference made to the various committees to which they belong.

Very respectfully,

ARTHUR F. FRANCIS,
Secretary of the Congress.

Hon. CHARLES W. FAIRBANKS,
Vice-President, Washington, D. C.

Recommendations to the National Congress, adopted at the eighteenth annual session of the Trans-Mississippi Commercial Congress which met in Muskogee, Okla., November 19–22, 1907.

RIVERS, HARBORS, AND CANALS.

We emphatically reaffirm the clear and comprehensive resolutions passed at the last session of this congress in regard to the improvement of the waterways and harbors of our entire country. Speaking more especially for the trans-Mississippi region, which is far more than half of the United States, we recognize that within the past year our transportation necessities have greatly increased. The time has come when we should push with all possible expedition the perfect improvement, ample extension, and efficient maintenance of these natural facilities, by which alone can we get the cheapest transportation and adequate outlets for our products. Hence we again most earnestly commend to our members the movement more especially

represented by the National Rivers and Harbors Congress and adopt as ours its slogan—an annual appropriation of at least $50,000,000 to be expended in the furtherance of this pressing and indispensable work.

We trust there will be a full attendance of our members at the approaching session of that congress to be held at Washington. We again indorse the project of deep water from the Great Lakes to the Gulf of Mexico, so that the sea shall virtually be carried to Cairo, so that our teeming products shall find water transportation at convenient ports all through the center of our great country, instead of being subjected to long and expensive hauls over congested railroads to the coast. The freight condition of the past year or more shows practically and conclusively that all of our facilities, both by rail and water, will be taxed to the utmost to meet the present and future wants of our commerce.

We favor the perfect and permanent improvement to the highest points of navigation of such channels of travel as the Missouri River, reaching to the far Northwest; the Arkansas and Red, penetrating to the heart of the great middle Southwest and affording outlets to the new and prosperous State of Oklahoma and to an even larger area of adjacent and populous territory; the Columbia, Coos Bay, the Snake, the Sacramento, the San Joaquin, the Trinity, the Brazos, and all other useful streams with which our great country is so richly endowed.

We favor appropriations fully adequate for the purpose, and under continuing contracts by the Federal Government, for increasing the number and enlarging the capacity of our harbors on the Pacific Ocean and the Gulf of Mexico.

We find that even our most extensive works are soon inadequate both in depth and space for the wants of commerce. A new era in our trade development has come upon us. Already we are badly congested in the movement of our commodities. The older nations, though of small area and with productions near to the sea, have long since found it indispensable to avail themselves of the most perfected capacity of all classes of transportation. What was indispensable for them is now even more vital for us, with our greater territory and far more productive population. Hence we urge that improvement keep pace with and anticipate our commercial wants.

There should be a revised and systematic plan for the future enlargement and development of the improvements of Galveston Harbor; and it is the sense of this congress that a board of competent and skilled engineers should be appointed by the Federal Government to revise the projects for the improvement of Galveston channel, Texas City channel, and Port Boliver channel, with the view of adopting a systematic plan for their enlargement and extension so as to accommodate the now large and constantly increasing volume of business that seeks the high seas through them.

This congress respectfully commends an appropriation by the Congress of the United States for the survey of a canal directly connecting Lake Superior and the Mississippi River by the most feasible route to be designated by engineers.

We indorse the proposed intercoastal canal from the Mississippi River to the Rio Grande as a needed and most beneficial waterway improvement, and we respectfully urge the Senators and Representatives of the Trans-Mississippi States in Congress to favor a canal of not less than 9 feet in depth and not less than 100 feet in width.

We hail with satisfaction the progressive, statesmanlike, and patriotic utterances and actions of the President of the United States in regard to these great measures. We call upon our Senators and Representatives in Congress, regardless of party, to support him in this policy, which we wish advanced to the very first rank of our public policies. If necessary, in the construction and maintenance of the great system of works of which our whole country now stands in such urgent need, we favor the creation of a department of public works, and, so far as requisite, an increase of the public debt. We wish no waste, nor do we wish to antagonize any other proper public interest, but we demand prompt and efficient attention to these commercial needs.

SABINE LAKE SHIP CHANNEL.

The Trans-Mississippi Commercial Congress urges upon the National Congress the importance of the waterway known as the Sabine Lake ship channel, and recommend that there be incorporated in the rivers and harbors bill an appropriation sufficient to secure a ship channel with a depth of 25 feet from Beaumont to the Gulf of Mexico.

BOND ISSUE FOR RIVER AND HARBOR IMPROVEMENT.

It is the sense of this congress that it is desirable that the Government shall issue its 2 per cent bonds to the extent of $500,000,000 more to carry forward the work which has already been approved by the engineers of the Army and the Committee on Rivers and Harbors of the House of Representatives in the matter of the improvement of the rivers, harbors, and waterways of the country, and to carry forward such other new work as may be approved by the Engineering Department and Congress.

DEPARTMENT FOR INLAND NAVIGATION.

Inasmuch as the Open River Association, a voluntary organization composed of citizens of the States of Washington, Idaho, and Oregon, favor the placing of the improvements of the rivers and harbors of this country on the same basis as any other of the great Departments of the Government, and favors the making of annual appropriations therefor, this congress respectfully requests and urges the Congress of the United States to adopt this policy.

PEARL HARBOR.

As the rapidly growing commercial and naval interests of the United States upon the Pacific Ocean require a dry dock and increased wharf facilities in the Hawaiian Islands, the strategic center of that ocean, and as Pearl Harbor is the only harbor in those islands adequate and suitable for such purpose, but, in order to become available for deep-water vessels, requires the deepening, widening, and straightening of its channel, and as the work necessary to accomplish this result will require much time, and, even if begun soon, will hardly be completed for the opening of the Panama Canal, therefore it is resolved by the Trans-Mississippi Commercial Congress that the Congress of the United States be urged to make requisite provision for the early inception and effective prosecution of this work.

STATEHOOD FOR NEW MEXICO.

That the long-continued injustice to our fellow-citizens of New Mexico should cease at the earliest possible moment and they should receive their proper right to self-government by the admission of New Mexico as a State early in the next session of Congress.

REMOVAL OF RESTRICTIONS.

The Senators and Members of the House of Representatives from the trans-Mississippi States are respectfully requested to favor the removal of restrictions upon the land of allottees within the limits of Oklahoma, whenever the State legislature of Oklahoma shall have made provision for the protection of the allotted land of full-blood Indians by the State district courts of Oklahoma.

NONPARTISAN TARIFF COMMISSION.

We recommend to Congress and insist upon the enactment of a law which will empower the President of the United States to grant such consideration to foreign countries of import duties on specific articles of commerce to be named in the law as may in his judgment seem necessary in order to secure favorable trade agreements whereby our surplus products will be admitted to the markets of such foreign countries upon the most favorable terms and conditions; and that we recommend the establishment of a nonpartisan tariff commission of experts to thoroughly investigate and study our industrial, trade, and commercial conditions, and the industrial, trade, and commercial conditions of foreign countries, to enable them to formulate a complete revision of our tariff laws and report the result of their action and recommendations to Congress at as early a date as practicable, to the end that the revision of the tariff of duties upon imports be revised upon a sound nonpartisan basis with a view of the general encouragement of our business at home and abroad, without discrimination as between any of our industries, and to build up the greatest foreign trade possible consistent with the prosperity of our own country.

EXPERIMENTAL FARM AND FOREST STATIONS.

We urge upon the Senators and Members of Congress representing the trans-Mississippi States to give their support to the establishment and maintenance of an experimental farm and forest station in each Congressional district, where practical, in the States and Territories west of the Mississippi River.

IMPORT DUTY ON ZINC ORE.

The Trans-Mississippi Commercial Congress urges that the Congress of the United States enact a law placing just and reasonable import duty on all zinc ores, if a tariff on foreign ores is permitted to remain a part of our Federal statutes.

COAL AND OTHER FUEL RESOURCES.

The Trans-Mississippi Commercial Congress joins the American Mining Congress in commending the efforts of the President in behalf of the wise and just disposition of the remaining public lands in the interest of the actual settler and the bona fide miner, and also his effort of a wise conservation of the natural resources of this country, and urges the Federal Congress to pass such legislation relative to the coals and other fuel resources still owned by the Government, as while continuing this ownership will encourage their development by providing conditions favorable for modern mining operations.

INTERSTATE COMMERCE.

It is urged that no increase of interstate rate or discontinuance of rate affecting an increase should be permitted without opportunity to protest being afforded, and upon hearing and determination as to the reasonableness when objection is made in advance of the new rate becoming effective.

SEGREGATED COAL LANDS.

As Congress has segregated from allotment over one-half million acres of land in Oklahoma as a coal segregation so that no farmer can enter thereon to till the soil, and inasmuch as many cities and towns are located in the heart of this district and several entire counties rendered almost helpless in the support of State and county government now thrust upon them by statehood; we recommend that Congress pass such legislation as will separate the surface from the mineral rights, and that the surface of this segregation be immediately sold to actual settlers in tracts not exceeding 80 acres of average-grade land.

ALASKA–YUKON–PACIFIC EXPOSITION.

We give our cordial indorsement to the aims and purpose of the Alaska-Yukon-Pacific Exposition, and recommend to the Congress of the United States that appropriate preparation be made for the participation of the United States at said exposition and for exhibits in behalf of Alaska, Hawaii, and the Philippine Islands.

CATTLE-FEVER TICK.

It is the sense of this Congress that the Federal appropriations for the eradication of cattle-fever tick during the next fiscal year should be ample and sufficient.

GOOD ROADS.

This Congress believes in the encouragement and promotion of the good roads movement. The construction of waterways and improved facilities for transportation can be made commensurate with the country's needs only by concurrent improvement of the common roads, therefore we recommend that the Congress of the United States liberally and materially second the action already taken under the auspices

of Department of Agriculture with ample aid, both in money and scientific engineering assistance; and further we urge that the respective state governments establish and maintain effective measures for country transportation both State and interstate.

PREVAILING FINANCIAL STRINGENCY.

We commend the action of the President and the Secretary of the Treasury of the United States in authorizing and directing the issue of $100,000,000 of United States one-year 3 per cent certificates of indebtedness to relieve the prevailing financial stringency. And we note with gratification that the proceeds of the sale of such certificates will be deposited where most needed throughout the country, especially through the West and South, for movement of the bountiful crops grown in those sections, and in view of these facts we recommend to the people of the Trans-Mississippi section, as well as to the people of the entire country, that they subscribe to such certificates, which are unquestionably safe.

DUTIES OF COMMON CARRIERS.

We urgently insist that the Congress of the United States enact a law defining the duties of common carriers to deliver to shippers, at the point of shipment, in reasonable time, cars for shipment of freight as interstate commerce, and carry and deliver the same to the connecting lines in reasonable time, or to destination, fixing penalties for such failure of duty; and to deliver in reasonable time after demand to their freight as is delivered loaded for shipment by the connecting line demanding such cars, fixing penalties for such failure of duty, and making the carriers each liable to shippers who may be damaged by the failure of such carriers to demand or deliver such cars in pursuance thereof.

CAREY ACT.

It is urged that the provisions of the irrigation law, usually called the Carey Act, should be made to apply to the Territories as well as States.

FORESTRY SERVICE.

We indorse the work and policy of the United States Forestry Service in protecting not only the timber resources of the country, but the watershed of our western rivers, to the end that they may regain and retain their original depth and constant flow, thus making them valuable both for irrigation and navigation.

THE THREE RESERVE METALS.

We recommend that Congress provide by statute for the prospecting, location, and working of the three reserved metals, gold, silver, and quicksilver, in Spanish and Mexican land grants, confirmed by the United States Court of Private Land Claims.

POSTAL SAVINGS BANK.

The Trans-Mississippi Commercial Congress demands the creation of a national postal savings department.

BEET-SUGAR INDUSTRY.

We favor the beet-sugar industry, and recommend to the United States Congress that no legislation antagonistic to its future developments be enacted.

DEPARTMENT OF MINES AND MINING.

The Trans-Mississippi Commercial Congress has for many years been urging the establisnment of a national department of mines and mining, and it none the less now believes that this great basic industry of the country deserves and needs such public recognition, and while urging the Congress of the United States to establish an independent Bureau of Mines at its forthcoming session, emphatically reaffirms its former recommendations for a department of mines, believing that this industry will not receive adequate recognition until such department is established coordinate with the Department of Agriculture.

This is to certify that the above is a true copy of the recommendations passed at the eighteenth annual session of the Trans-Mississippi Commercial Congress held in Muscogee, Okla., November 19–22, 1907.

H. D. LOVELAND,
President, San Francisco, Cal.
ARTHUR F. FRANCIS,
Secretary of the Congress, Denver, Colo.

In connection with the above action of the Trans-Mississippi Commercial Congress, the executive committee most respectfully directs your attention to the following recommendations adopted at the Kansas City session, legislation upon which is still pending. These recommendations are:

To promote trade relations with the Latin Republics by encouraging our merchant marine, and for increasing our intercourse with South America with adequate mail facilities.

Advising the two parties in Congress to consider the creation of an American merchant marine as a nonpartisan issue.

Requesting the Congress of the United States to enact into law the Executive order affecting our consular service.

Indorsing the drainage investigation and surveys now being carried on by the United States Department of Agriculture and urge their extension.

Favoring the establishment by action of Congress of a national department of mines and mining.

Urging the admission of the Territory of Arizona into the Federal Union as a sovereign State.

Respectfully submitted.

J. B. CASE,
Chairman of Executive Committee, Abilene, Kans.
ARTHUR F. FRANCIS,
Secretary of the Congress, Denver, Colo.

O

60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 116.

GRAIN GRADING AND INSPECTION AND INTERSTATE AND FOREIGN COMMERCE IN GRAINS.

Mr. McCUMBER presented the following:

MATTERS RELATING TO GRAIN GRADING AND INSPECTION AND FOREIGN COMMERCE IN GRAINS.

DECEMBER 18, 1907.—Ordered to be printed as a document.

The early grain trade of the United States was conducted entirely by personal inspection of the grain by the purchaser, or by the exhibition of samples by the producer or dealer, and the price was determined by the demand and the peculiar fitness of the grain for a given purpose. Under such conditions there was no stability of market, and at times the price of a given quality varied greatly at different terminal markets. In cases where it was impossible to submit samples or make personal inspection the grain dealer made a statement or form of certificate as to the general quality or condition of a particular quantity of grain he was offering for sale. As the volume of business increased, the use of these statements or certificates became more necessary, and it was found that the practice of individual dealers issuing their own certificates was not satisfactory. The matter was taken up by trade organizations, and certificates were issued by officers selected by these bodies, and a system of dividing the different varieties of grain into several different grades was devised. This system was adopted by nearly all the boards of trade and chambers of commerce in the country, and the certificates issued were to a great extent accepted in interstate and international trade, though some trading was done and still continues to be done by submitting samples.

In 1885 the State of Minnesota adopted a plan of having inspection and grading of grain made by State officials elected or appointed by the Government, and this plan has been adopted by several other States. Under this system devised by the grain dealers and boards of trade the price of grain was fixed by the grade given, and almost as soon as the system was established protests were made by producers all over the country, and the matter was taken up by the farmers' organizations, such as the Farmers' Alliance, etc., and Congress was petitioned to enact legislation to provide for standard inspection that would make equal grades in all the markets of the country.

In the Fifty-second Congress (1892) two bills were introduced in the Senate—S. 380 by Senator Paddock and S. 797 by Senator Sherman—to provide for the Federal classification and grading of grain. The bill S. 797 was favorably reported April 28, 1892, and passed the Senate and was favorably reported in the House and debated, but failed of passage.

In the same Congress a similar bill was introduced in the House by Mr. Doan.

During the early part of the Fifty-second Congress Senator Casey presented petitions from residents of North Dakota for the enactment of a national law for the classification and grading of grain.

On April 13, 1892, when the bill reported in the Senate (S. 797) was under consideration, Senator Sherman in his remarks said:

> The passage of this bill is, I believe, requested by nearly all the farmers' alliances in the United States, especially in the Northern States where wheat and these cereals are grown. Hitherto the rules of classification have been determined by the various boards of trade. * * * I was about to say that not only have some of the State legislatures asked for this uniform rule, but the farmers' alliances have requested it. I have many letters about it.

In his annual report, transmitted November 15, 1892, Secretary of Agriculture Rusk calls attention to the matter and makes the following recommendation (p. 64):

> NATIONAL STANDARD OF GRAIN.
>
> Another matter which is the subject of legislation now pending is that of a national standard of grain. There is evidence in the correspondence of this Department of a steadily growing feeling in favor of the establishment of such a national standard, which will relieve the grower from the annoyance inseparable from the existence of several standards, varying in the different grain markets of the country. Unquestionably some system of national inspection and grading under the control of the Secretary of Agriculture should be established in the interest of the grain growers and would be, without doubt, in a very short time, accepted and recognized in all the great market centers of the United States.

In support of Federal inspection he calls attention to the Federal inspection of meats, as follows:

> As a result of the meat inspection already executed under the direction of this Department we have raised the standard of taste in this matter among consumers themselves; witness the increased price willingly paid not only in our own markets, but abroad for meat bearing our certificates of inspection. The second object to be thus accomplished is that which has already, in a very satisfactory degree, attained, but which must be sedulously maintained—the reputation of our meat products abroad.

In the Fifty-third Congress Senator Casey introduced a similar bill for Federal inspection of grain.

In the latter part of the Fifty-seventh Congress (1902) Senator McCumber introduced the bill (S. 7009) for national grain inspection and grading, but no action was taken on the bill.

At the beginning of the Fifty-eighth Congress, November 11, 1903, Senator McCumber reintroduced the bill as S. 199, and on March 30, 1904, he made extended remarks on the bill in the Senate which brought on protests and indorsements of such legislation from all the grain trade centers of the country and the grain-raising districts of the United States.

On December 6, 1905, at the beginning of the Fifty-ninth Congress Senator McCumber reintroduced the bill as S. 151, and the bill was

referred to the Committee on Agriculture of the Senate. On February 26, 1906, hearings were had on the bill by the committee, but no further action was taken.

(The hearings were printed in full as a Senate document.)

The Agricultural appropriation bill of 1907 contained a provision and an appropriation for the establishment and maintenance of laboratories to inspect grain chemically, and these laboratories have been established at Baltimore, Washington, New York, Minneapolis, Duluth, New Orleans, and Buffalo.

In his message to the two Houses of Congress at the beginning of the first session of the Sixtieth Congress, the President of the United States says:

The grain producing industry of the country, one of the most important in the United States, deserves special consideration at the hands of the Congress. Our grain is sold almost exclusively by grades. To secure satisfactory results in our home markets and to facilitate our trade abroad, these grades should approximate the highest degree of uniformity and certainty. The present diverse methods of inspection and grading throughout the country under different laws and boards result in confusion and lack of uniformity, destroying that confidence which is necessary for healthful trade. Complaints against the present methods have continued for years and they are growing in volume and intensity, not only in this country but abroad. I therefor suggest to the Congress the advisability of a national system of inspection and grading of grain entering into interstate and foreign commerce as a remedy for the present evils.

In his annual report for 1907, the Secretary of Agriculture says:

GRAIN STANDARDIZATION.

Attention was called in my last report to the unsatisfactory methods of handling and grading grain now in vogue. The laboratories established at Baltimore and New Orleans have continued to receive the cordial cooperation of all interested in the handling of grain and have determined some of the more important factors entering into the question of standardizing present methods and grades.

Development of moisture-testing apparatus.—The moisture-testing apparatus introduced last year by the Department has been used with great success in these laboratories. This apparatus has been adopted by many commercial organizations, and they report that it has been of the greatest value to them in determining the moisture content of grain. This apparatus enables us to determine the moisture quickly and accurately, making it entirely practicable for use under commercial conditions.

Establishment of new laboratories.—Additional laboratories have been established at Duluth, Minneapolis, St. Louis, and New York. At Duluth and Minneapolis special attention is to be given to finding the best method of accurately determining and measuring dockage. Through the work of these laboratories and the general investigation of grain-trade conditions the Department is coming into possession of much valuable information which should enable it to be of great assistance in straightening out the unsatisfactory conditions now existing.

Need of uniformity in inspecting and grading grain.—It becomes more and more evident as this work progresses that some uniform system of inspecting and grading grain is absolutely imperative. Our producers of grain suffer through the lack of uniformity in grading, and our markets abroad are injured by lack of confidence in the grades established. It is believed that the end to be attained is through national inspection of all grain entering into interstate and foreign commerce, and the attention of Congress is respectfully called to this important question.

On the first day of the meeting of the Minnesota legislature for 1899 a resolution was adopted appointing a special committee to in-

vestigate the alleged unfairness of the Minnesota grain inspection and grading system. The resolution was in substance as follows:

Whereas it has been freely charged that the department of grain inspection has become corrupt; that the inspection has been in the interest of the buyer as against the shipper and producers; that grain has been inspected in as No. 2 or 3 and inspected out as No. 1; that the dockage has been unreasonable, unjust, and excessive; that the department has employed incompetent and corrupt men as inspectors; that the only qualification necessary to secure a place on the force was a political pull; that a large number of men have been employed that have performed no other services for the State save and except they have regularly drawn their salary; that the freight charges on farm produce have been extortionate, unequal, and unjust; that the distribution of cars for the shipment of grain has been unequally distributed and often withheld from independent shippers; that the public elevators, licensed by the State, have formed unjust and corrupt combinations to buy grain at from one to two grades below what it actually was, and to take excessive dockage: Now, therefore,

Be it resolved, That a joint committee be appointed to thoroughly investigate all these charges and report by bill or otherwise at their earliest possible convenience.

That the committee shall have full power, etc., to send for persons and papers, etc.

The resolution was adopted.

On April 17, 1899, that committee from the Minnesota legislature reported as follows:

We find from the evidence produced:

1. That the grading of wheat has not been uniform; that prior to the month of October the new crop of wheat had not been graded solely on its merits, it being the policy of the inspection department to give lower grades than later.
2. That the system of appeals from the inspector's decision is impracticable and of little benefit.
3. That it appears that some of the inspectors have been incompetent or careless.
4. That the weighing of grain at the terminals is carried on in a loose manner.
5. That the farmers suffer a great loss by shipping uncleaned wheat and by loading wheat into dirty and unswept cars.

From the investigation had before this committee, it clearly appears to this committee that wheat inspections have not been uniform throughout the year. That the grading of wheat has been rigid during the first three or four weeks of each season and less rigid during the balance of the year, and we can not in too strong language condemn this practice, as it must necessarily result in great loss to the producer, from the fact that a large proportion of the crop has been marketed before the change takes place, and on all the wheat sold prior to that time the loss must necessarily fall on the producer.

No good reasons have been produced by the department of inspection, in the testimony taken before your committee, to convince this committee that the system in vogue in the department can result in anything but a dead loss to the producer and must necessarily be to the advantage of the buyer. To prove this we quote the following testimony.

Testimony of Mr. Clausen, Chief Inspector.

Q. Now, the chief complaint before the committee is that early in the season the inspection made by our inspectors is very severe against the producer, and that subsequently, about the middle of October and later, much more liberal grades were given to the producer.—A. I will concede that statement is true, but it is true of every crop of wheat we have ever handled since the department started in 1885. * * *

Q. But that don't explain the original proposition which we started with—that it has always been that the grade was more severe early in the season and grew more liberal as the season advanced.—A. Now, we start out conservatively every year. We don't know what we have got to contend with until we get into it, so as to understand it. * * *

Q. You don't give the farmer early in the season the benefit of the doubt.—A. We take the benefit of the doubt until we get started. We don't know what we are going to get into. If we should get the grain down below the standard, we could never get them back.

Testimony of Mr. Tunnell, chief deputy at Minneapolis.

Q. Do you mean to say that you do not inspect too closely?—A. No, sir; not if the wheat is of the same quality.

Q. You have testified that earlier in the season you have to inspect closer?—A. Yes, at the very start.

From this testimony it appears clearly to your committee that the wheat early in the season is not inspected on its merits, but from an overcautious desire on the part of the department to keep up what they think is necessary to keep up the standard of grade. It appears that this rule of rigid inspection continues from three to four weeks, and that the country buyers become overcautious in buying, and in order to protect themselves generally continue the rigid inspection for three or four weeks after the inspection department at the terminal points has changed their system of grading.

The system of rigid inspection early in the season does not commend itself to this committee as being either just or necessary to carry out the idea of just and impartial inspection. And we strongly recommend the department of inspection that this rule be discontinued, and that wheat should be graded upon its merits. Wheat should be graded No. 1 because it is No. 1, and for no other reason.

Judging from the number of complaints in regard to inspection, it has become apparent to your committee that the present system is far from perfect and has in a large measure to depend upon the judgment of the inspector, and no system has as yet been in vogue in the department that has resulted in a uniformity of grading. Upon this point the committee has sought to find a solution, if possible, of a better system and has taken the testimony of Mr. Chauncey E. Foster, inspector and chemist of the Northwestern Consolidated Mills at Minneapolis, who testifies:

Q. I understand you to say that wheat can be tested to a mathematical certainty according to this rule —A. Yes, sir [gives rule].

Q. Does your mill buy under this rule?—A. They buy a great deal under this rule. We have the samples brought about if we use this test.

(He further testified that one lady could probably test samples of 400 cars in one day.)

(The above report is printed in full in the senate journal of the Minnesota legislature for 1899.)

On January 14, 1899, the North Dakota legislature adopted the following resolution:

Resolved, That whereas much complaint has been made, and much dissatisfaction exists as to the grades fixed upon grain shipped from this State by the grain inspectors of the State of Minnesota,

And whereas in the inspection of said grain the authorities of the State of North Dakota have no voice,

Therefore a committee * * * be appointed to visit and consult with the proper authorities of the State of Minnesota, with a view of securing cooperation and suitable legislation in the States of Minnesota and North Dakota to provide for a representative of the State of North Dakota to confer with and to assist the inspector of grains in Minnesota in fixing proper grades upon grain grown in North Dakota and shipped to Minnesota terminals.

The resolution was adopted and the committee appointed.

The committee met and organized and spent over two weeks examining and investigating the conditions as they existed at the terminal points of Minneapolis, Duluth, and Superior.

They asked through the press for information as to irregularities and suggestions as to remedies for relief, and a large number of affidavits and letters were received.

On February 20, 1899, the committee rendered its report to the North Dakota legislature, in substance as follows:

There is no doubt in the minds of our people that irregularities do exist in grain inspection.

REMEDIES SUGGESTED AND OBJECTIONS TO EACH.

First. Doing away with all inspection.

This would be a step backward, because while the inspection of wheat neither adds nor takes away from its value it simply gives it a certificate of character by which it can be identified and transferred, and the value of a certificate of character depends upon who issues it, what is behind it, and its general reliability. By this certificate of character people are enabled to sell the grain to those who have never seen it or may never see it, or to borrow money on it under like conditions, and so long as the certificates are reliable and represents what it purports to be, buyers are safe and anxious to handle the grain on it, and banks and money lenders are ready to advance funds on it.

Second. Inspection in North Dakota at terminal points along the eastern boundary.

This would be impracticable because it would necessitate the building of large terminal elevators at all points and the making arrangements with railroads to allow unloading and inspection at through rate. The extra cost would be a burden upon the producer rather than a relief.

Third. Inspection at Superior under the laws of Wisconsin.

This would simply be for the purpose of making competition between Duluth and Superior markets and would afford no relief.

Fourth. Inspection at Superior with a view of superseding Duluth inspection.

This would simply be taking the matter from one State and giving it to another.

Fifth. Minnesota inspection as it now is and means of bettering the same.

This would not give any relief particularly, as it would still leave the matter entirely in the hands of the chief inspector of one State and would not remove the doubt from the minds of the people.

Sixth. Federal inspection under civil service.

The interests involved in the inspection of grain in the United States or any considerable portion of it is altogether too great to be subject to the influence of local State politicians. The existence of a large number of complicated systems do not, we believe, result in any additional good to grain raisers and shippers or to any one else concerned, but on the contrary, lead to dangerous manipulations of grain in large quantities, and dishonest, unhealthy speculative deals, which cannot but discredit and cripple the trade. The right of the people in every State to be heard in the matter of inspection of grain can not be disputed. It seems imperative that the inspection be done at lake or tide river points. Neither the large elevators, railway and vessel interests, or the interior agricultural interests should be interrupted or be subject to interruption by State politicians or by the local ambitions of vessel port cities.

SOLUTION.

Provide Federal inspection under the Secretary of Agriculture, by districts, with districts for Lake Superior, Lake Michigan, North Atlantic, South Atlantic, Gulf, North Pacific, South Pacific, and such other points as are necessary, all under civil-service rules, which shall provide that all applicants for inspector must have had not less than five years' experience as buyers of grain and also pass an examination by satisfactorily grading a large number of samples. The grades may be continued as now, but accepted by Federal officials. This plan would give all interested the right to a hearing, and would increase our foreign trade under an unchanging and reliable inspection. * * *

We believe the results from Federal inspection as outlined above would be manifold. The character of our products as represented by the certificates would have the backing of the United States behind them, and the certificates would be accepted all over the world as readily as our currency, and the trademark on the product of North Dakota would be U. S. With Federal inspection you have removed the last barrier between our producer and the world's markets and we could feel assured if he sell a car of dry marketable grain he will get the same grade for it at which it is sold the consumer. When this result is obtained the question of marketing grain will be wonderfully simplified, and the spread between producer and consumer reduced to the lowest point.

We will not go into the matter of Federal inspection any more, as it is our intention to introduce a joint memorial to Congress asking for the enactment of a law.

On February 6, 1899, a special meeting of the directors of the board of trade of Duluth, Minn., unanimously adopted strong resolutions condemning the present system of grain inspection.

On January 29, 1903, the North Dakota legislature adopted a joint resolution, as follows:

Whereas Hon. P. J. McCumber, a Senator of the United States from the State of North Dakota, has introduced in the Senate of the United States Senate bill No. 7009, a bill to provide for the fixing of a uniform standard of classification and grading of wheat, flax, corn, oats, barley, rye, and for other purposes; and

Whereas the house committee on grain grading and dealing have carefully examined the provisions of the bill and believe that its enactment into law would be of incalculable benefit to all farmers engaged in the raising of the various grains enumerated in the bill, by correcting the many inequalities of inspection and grading existing under the statutes of the various States: Therefore be it

Resolved, That we indorse the provisions of the bill introduced in the United States Senate by the Hon. P. J. McCumber, a Senator from this State, and request our Senators and Representatives in Congress to secure, if possible, its enactment into law.

The engrossed copy was transmitted by the speaker of the house to Senator McCumber and duly presented to the Senate of the United States and referred to the Committee on Agriculture and Forestry.

On February 13, 1903, in a resolution to the legislature of Wisconsin to establish a joint grain commission, the North Dakota legislature embodied the following:

Whereas the system of inspection and grain grading prevailing at Minneapolis, Duluth, and other terminals under the control of the grain and warehouse commissioners of Minnesota has resulted in great injustice to the grain producers of this State and such producers are demanding relief through this legislature.

On January 13, 1905, the North Dakota legislature unanimously adopted the following concurrent resolution:

Whereas a bill has been introduced in the Senate of the United States by Hon. P. J. McCumber (S. 199) to provide for the fixing of a uniform standard of classification and grading of wheat, flax, corn, oats, barley, rye, and other grains; and

Whereas it is a well-established fact that grain can not be inspected conveniently or in any practical manner excepting at the terminal markets, viz., the markets now established at points of transshipment, or large milling centers; and

Whereas many of the States have no such terminal markets within their borders and are dependent upon the systems of grain inspection established under the laws of neighboring States, which laws lack uniformity, and are sometimes executed unfairly; and

Whereas the natural markets of North Dakota, the great wheat State, are Duluth, West Superior, and Minneapolis, beyond our State lines, and our grain is inspected under laws enacted by legislatures in which our people are not repsented; and

Whereas such inspection has proved unsatisfactory and has occasioned great injustice to our grain growers: Now, therefore,

Be it resolved by the senate of North Dakota (the house of representatives concurring). That we desire the establishment of a system of grain inspection by Congress of the United States, the only legislative body in which we have representation which can properly deal with the subject.

(2) That we believe the grain growers of North Dakota are in favor of the passage of Senate bill No. 199, and that if a system of grain inspection is established thereunder it will result in great benefit, not only to the grain growers of North Dakota but to every farmer in the United States.

That an engrossed copy hereof be forwarded to the Secretary of Agriculture and each of our Senators and Representatives.

Again, in 1907, the legislature of North Dakota adopted similar resolutions and filed a memorial to Congress praying for the passage of such legislation.

Specific instances of the unjustness of present system of grain grading.

In an article written by H. C. Stivers in the Superior Evening Telegram of May 2, 1903, he says:

I wish here to state the astounding fact that the official reports of the Minnesota grain-inspection department, together with the reports of the Duluth Board of Trade, show that during the past ten years the amount of wheat shipped out of the grain elevators at the head of Lake Superior was 26,868,000 bushels more than the total amount received during the same period by the same elevators. The amount of wheat in store at the beginning of this period was about the same as the amount in store at the end of the period. That is, the wheat received in Superior and Duluth during the past ten years weighed 26,868,000 bushels more when it was weighed out of the elevators than it did when it was weighed in, all of which surplus of wheat, worth, at 75 cents per bushel, more than $20,000,000, was net profit—clear, unearned gain, for the elevator companies. As the elevator people have to give full weight when they sell grain, the presumption is that the grain growers of the Northwest were robbed in the weight of their grain in a manner that would make Dick Turpin green with envy. Twenty million dollars is enough to lay a dollar on every foot of the distance of 3,787 miles. It is not difficult to see the reason why the elevator people insist that the day for changes has gone by and that the permanent and unchangeable manner of weighing, inspecting, and handling grain has been fixed for all time to come.

Another fact which comes from Superior, and which was published in one of the papers there, is as follows:

In 1898 a Duluth firm, with offices in Minneapolis, sold to Joseph Leiter, or his representative at Duluth, 200,000 bushels of No. 1 northern wheat. When the time for delivery drew near the selling firm was unable to obtain the necessary wheat of that grade at Duluth. It shipped from Minneapolis this amount—that is, 200,000 bushels—of wheat out of the Peavey elevators at Minneapolis, where it was inspected by the Minnesota grain-inspection department as No. 1 northern. The cars arrived here, but the deputy inspectors refused to put a grade of No. 1 northern on the wheat, on account of the poor quality. The receiving firm called for reinspection, but the chief inspector at Duluth also refused to mark the grade No. 1 northern, as also did the board of appeals, which is supposed to be the highest court as far as inspection at the head of the lake is concerned. The difference in price at the time between No. 1 northern and No. 2 northern was in the neighborhood of 60 cents a bushel, making the difference in price of 200,000 bushels of No. 1 northern and No. 2 northern $120,000. Through the influence of the grain ring, of which the selling firm was a leading member, they succeeded in having the Minnesota inspection department send a special inspector from Minneapolis with instructions to grade this lot of wheat of 200,000 bushels No. 1 northern. This was done and the grain ring made a profit of the above difference in price.

In an opinion given April 20, 1906, on a motion for temporary injunction in the case of the Globe Elevator Company, complainant, *v.* Homer Andrew, M. F. Swanston, John D. Shanahan, Byron Kimball, Peter S. Christienson, Great Northern Railway Company, and North-Pacific Railway Company, defendants, Honorable Justice A. L. Sanborn of the circuit court of the United States for the western district of Wisconsin, says:

The testimony further shows that according to the reports of the railroad and warehouse commission more grain was reported and certified as having been shipped out of Duluth and Superior than was received into these cities, after deducting from the grain received the grain that was milled or ground into flour and other food products, one witness placing the amount at 26,000,000 bushels for the ten years from 1893 to 1902, inclusive. The testimony shows

that this was brought about partly by docking all grain that arrived in the city from one-half to 7 or 8 pounds per bushel, whereas there was no dockage on grain shipped out of the city. There was also an arbitrary dockage in weights of grain going into the elevators of one-half bushel per car. There was also an undergrading of grain as it arrived in the cities of Superior and Duluth, and an overgrading of the same grain when it was shipped out of these cities, the reports of the railroad and warehouse commission showing that a less number of bushels of the higher or best grades was received in than was shipped out, and a larger number of bushels of the lower or poorer grades was received in than was shipped out. The price of grain is fixed by grades. Consequently when grain is received into Superior at a low grade and shipped out at a high grade the seller of the grain arriving in Superior receives a less price than the purchaser pays for the same grain when it is shipped out, the profits of course belonging to the middleman—the elevator company.

In his remarks on this subject in the Senate of the United States on March 30, 1904, Senator McCumber said:

In my own personal experience I have known a special bin in an elevator to be filled with wheat from a single field, wheat that I knew was absolutely uniform in character, quality, weight, and cleanliness. This grain was thoroughly mixed in that bin and loaded into two cars, and yet when it was inspected one car went No. 1, northern with very little dockage, and the other car, of identically the same kind of grain, was graded No. 2 northern, with about three times the amount of dockage. Every bushel of this grain was No. 1 northern in quality. It had never had a drop of rain on it from the time it was harvested until it was graded, and therefore there could not have possibly been this difference.

Colonel Benton, an extensive wheat grower, in an address made before the Tri-State Grain Growers' Association at Fargo, N. Dak., dealing with the subject of the present inspection, says:

"I have watched with some interest the grading of grain for the last twenty-six years in the State of North Dakota. The reason that I have watched this grading is because I have more or less grain to sell every year. The first few years that we grew grain in North Dakota we could get the grades that were offered, according to the rules that were to govern that grade. They finally established the rule that where grain weighed 58 pounds to the bushel and had 75 per cent of No. 1 hard wheat, that it was No. 1 hard wheat. Two years ago the inspectors from Minnesota sent word to the elevator at Wheatland, the place where I market my wheat, that they would give the No. 1 hard grade for no wheat. They told me that they could not give No. 1 for any wheat. I have seen wheat this year weigh 61 pounds, pure Scotch Fife wheat, graded as No. 2 and sold for the No. 2 price.

"I have seen but one car of wheat this year sold in Wheatland as No. 1 hard wheat, and it was from the same field and thrashed the same way that another car was that went No. 2. For the last ten years the grading of the wheat we have raised in North Dakota has been governed by Minnesota inspection. Last year an attempt was made to pass a grain-inspection law in Wisconsin. We got no relief from it. We have trusted to the Minnesota legislature for the last ten years. * * *

"If you go to the North Dakota legislature and pass any law that you want to, you can not enforce it, for when it comes to Duluth it is out of the jurisdiction of North Dakota and her laws. You can not establish State laws for the inspection of grain that will apply to all of the States. You can make a move like this (a national inspection law), which is in the right direction, and have a universal authority for the grading of grain, and then in Minneapolis they will only have to pay what the grain is worth. They need not be afraid of paying too much for the wheat so long as the Government says that the wheat is worth so much—and I want to say here that the raising of grain, and the growing of wheat that is No. 1 hard, and having to sell it for No. 2 or No. 3, and rejected, is getting played out. This is plain talk, but we are right at a crisis here."

Prof. H. L. Bolley, of the North Dakota State Agricultural College, discussing the subject under consideration, says:

"As a teacher of agricultural botany, I am not often interested in legislative features, bills in Congress, etc., but in regard to this matter of grain inspection, every year since I have been in the Northwest it has been becoming clearer and

clearer to me that the manner in which the cereal products of the farm are graded and handled on the market is on a most simple and childish basis for a Government which professes to have such an educated farming public and such an efficient Department of Agriculture to oversee matters. Our agricultural colleges and experiment stations are spending an immense amount of energy in instructing the farmer just how to raise the cleanest and most perfect type of each of the cereal grains, and they are meeting with success."

In a letter from a member of the North Dakota State legislature, and one extensively engaged in farming and shipping of grain, he says:

"I want to congratulate you upon the bill you are working to get through with reference to securing a national system for the grading of wheat. I regard it as one of the most important measures that affect the agricultural interests in the Northwest. Under the present system the farmers are being robbed every year of at least one grade of their wheat, and in this way: In the fall of the year, when they have to market their grain, the inspection at Minneapolis and Duluth is very rigid, and for the last two years it has been almost impossible to secure a better grade than No. 2 or 3 northern, and usually at a pretty heavy dockage. Now, were it not for the fact that as soon as the grain is out of the farmers' hands this damnable inspection loosens upon the grades, and the elevator people who have graded the grain 2 or 3 northern are allowed to deliver this wheat for No. 1 northern on contract sales."

In 1903 a committee of the North Dakota State legislature, in conjunction with a committee from the Wisconsin legislature, sought by their combined efforts to find some source of relief. They were forced to fall back on Federal inspection and grain grading. This committee made a thorough investigation of the subject of wheat inspection and grading, and officially found conditions about as mentioned. The report of Hon. George M. Young, a member of this committee, says:

"That such abuses exist is a matter of almost universal knowledge among our farmers, who have been systematically robbed; but in addition to the facts presented by our farmers and in corroboration thereof I call to your attention the official report of the chief inspector of grain of the State of Minnesota, showing the total receipts and shipments of grain for the year ending August 31, 1901, from which I quote.

"No. 1 hard—receipts, 341,567 bushels; shipments, 1,000,438 bushels."

More than three times as much No. 1 hard was shipped out in those three years as was taken in.

"No. 1 northern—"

That is a very good grade of grain—

"receipts, 10,070,414 bushels; shipments, 16,900,917 bushels.

"No. 2 northern—receipts, 7,341,594; shipments, 3,978,311.

"No. 3 spring—receipts, 1,335,830; shipments, 444,041."

It will be seen that of the higher grades the amount shipped out always exceeds by two or three times the amount taken in, while of the lower grades the amount taken in exceeds from two to three times the amount shipped out.

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"No. 1 northern—receipts, 10,070,414; shipments, 16,900,917.

"No. 2 northern—receipts, 7,341,594; shipments, 3,978,311.

"No. 3 spring—receipts, 1,335,830; shipments, 444,041.

"Rejected—receipts, 256,063; shipments, 134,471.

"No grade—receipts, 1,335,521; shipments, 344,823."

The Modern Miller, a weekly journal published at St. Louis, Mo., devoted to the milling and grain interests of the country, in its issue of November 16, 1907, prints the following editorial concerning Federal grain inspection:

Some of the exchanges of the country, as well as the grain dealers' associations, are going to make a determined stand against such action (Federal grain inspection), and the Grain Dealers' National Association has made a strenuous effort for uniform grades and inspection rules, in order to anticipate the growing demand for Federal inspection. Many of the exchanges of the country indorsed the uniform grades adopted by the grain dealers, but, after several years' work in that direction, we may say that no practical result has been attained, or, at best, no real commercial results of this work are in evidence in the principal grain markets.

Several years ago the Modern Miller, noting conditions existing in the grain trade in Kansas City and St. Louis, showed up numerous practices which could not live and be tolerated by millers. The evidences of improper inspection and grading of grain and of sharp practice in the shipping and handling of wheat were very clearly presented by us, and these practices stood as an indictment against both board of trade and State inspection. The uncompromising fight between boards of trade and State control and supervision has been going on for years, and is still going on in a number of markets. The boards of trade will not work in harmony with State officials wherever there is a possible chance of the board securing direct control of this work.

While agitating this subject we sent out letters to the principal millers of the country to ascertain whether or not they favored national inspection. The replies showed a substantial majority of the active millers of the country replying to our inquiry favored national inspection. Nor did the millers mince words in discussing this subject, as the replies we hold in our possession show. The decided and emphatic expressions favoring national inspection, from prominent millers, were numerous. The summary of these replies were printed at that time, but the question is likely to come up again and urged for national legislation, and it is well for the millers to think about it.

The exchanges of the country may properly blame themselves—no other agency—for the demand for Federal supervision. Had they vigorously punished members guilty of improper conduct they might have hoped for trade indorsement, but in many cases they voted to indorse their own acts and were short-sighted enough to imagine that indorsing their own acts meant "trade indorsement." In one grain case a board of trade member was suspended for thirty or sixty days, for substituting cars of doped wheat to be delivered under certificates given for strictly No. 2 red. In this flagrant offense the inspector who "showed up" the offender was "boycotted" and for the dealer, who had no tangible defense, a petition was circulated and widely signed by exchange members, asking that he be reinstated.

It was such acts as these which created such prejudice in favor of national inspection. One of the leading millers of the country, opposed to national inspection and hoping for a return to strictly honorable trade practices, wrote to us:

"Self-protection will ultimately compel each and every prominent grain market to adopt and rigidly enforce equitable rules and regulations and to visit serious or deliberate infractions with the most severe penalties. They will discover that honesty is not merely the 'best' policy, but an absolutely essential policy."

Since the Modern Miller had its tilt with the "trade usages" in some of the exchanges there has been a notable change in the grain-trade practices of the West. We have been given some tardy appreciation of this recently from sources slow to commend.

It is now asserted in Washington that practically the entire grain trade is arrayed against national inspection. One of the largest grain handlers of the West, now retired, wrote the following reply to the Modern Miller inquiry above referred to:

"National inspection of grain is most certainly desirable, and I so recommended as chairman of the grain committee of the St. Louis Merchants' Exchange in October, 1903. This was considered by the entire grain committee at that time, in response to a communication from the Department of Commerce, referring to ports of clearance especially. My reasons favoring national inspection are, briefly, that uniformity of grades can not be obtained otherwise on account of conflicting rules of warehouse commissioners and State laws regarding same in different States. I believe millers in the United States and in the foreign trade have been imposed upon by inspection as now conducted, and more especially as regards elevator grain in our local markets, and also through elevators at ports of clearance, which seriously affects domestic and foreign business."

The grain trade will present an active opposition to Federal inspection, and such opposition is desirable, as only by such means could a bill be drawn and a law perfected to provide a well-considered method of grading and inspecting grain. The work of the Uniform Congress will help the Government in solving this problem, making use of the standards which the Uniform Congress has presented to the exchanges and secured their indorsement thereof.

National grain inspection is getting closer, but must pass through the "refining" process of strenuous opposition, as the rate bill did.

A summary of the replies to the letters sent out to the principal millers of the country referred to in the foregoing editorial was printed in the issue of the Modern Miller of September 29, 1906, as follows:

FOR AND AGAINST NATIONAL GRAIN INSPECTION.

In order to determine the views of the millers of the country on national grain inspection, the Modern Miller last week sent out several hundred circulars inviting prominent men in the trade to express their opinions on the subject. It seems certain that national grain inspection will be an issue the coming year, and there will be a determined effort to enact a law in which we feel the millers have an interest.

Do the millers have confidence in board of trade or State grain inspection? What are the points favoring national inspection, and for what reasons is it opposed?

Sixty-one per cent of the millers replying to our request for an expression of opinion favor national grain inspection; 24 per cent are against national inspection, and 15 per cent are undecided or do not care to express an opinion. From only one State—Minnesota—were the majority of replies against national inspection. Minneapolis and Chicago undoubtedly have the best State inspection of any of the principal markets, and millers who are tributary to these markets and do not contend with some of the troublesome features of inspection which are notable in Kansas City and St. Louis are naturally more favorable to State inspection and not interested in a change to improve conditions.

The millers of the Middle States are more nearly unanimous for national inspection. Board of trade inspection found practically no supporters, and only scattering replies showed confidence in the ability of the State to provide intelligent and honest inspection, with proper punishment for graft or inability to "resist influences." There were some notable exceptions, however, to this, and they are worth consideration. We find it impossible to give space to all the replies received. We have selected a number which set forth most clearly the reasons for and against national inspection.

A Louisville, Ky., miller writes: "National inspection of grain is decidedly desirable in our opinion. We do not believe it possible to secure uniformity in grades by State or board of trade inspection. Such a large percentage of grain that leaves the farm becomes interstate business that we think national laws covering the inspection and weighing of grain would be perfectly legal, and the uniformity thus secured is bound to be beneficial to all engaged in handling this commodity."

An Indianapolis miller: "National grain inspection is very desirable, but only on condition that it will be under rigid civil-service regulations. General uniformity of grades would be very difficult to bring about by State or board of trade inspection. I favor national inspection, because, under proper civil-service regulations, it would be removed from local political influences; because inspection in one market would have to stand in another; because it would tend to do away with a great deal of elevator manipulation that is now current."

Another Indiana miller, who owns a large mill, writes: "Yes; decidedly in favor of national grain inspection. State politics are too rotten and boards of trade controlled by cliques in their own interest. There is absolutely no sound argument against it from the standpoint of the greatest good to the greatest number."

A Minnesota mill: "We favor national inspection and believe it would prevent much of the mixing and bring the wheat to the mill as it comes from the farm. We do not believe that grades would be changed to suit local political conditions."

A St. Louis miller: "We favor national inspection of grain to secure uniform classification and grading and unvarying inspection."

A St. Louis miller: "We most emphatically favor national grain inspection. Having Government inspection would make the inspectors more careful and more respectful of the law, as they would be liable to imprisonment if they did not comply with the law."

An Illinois mill: "We favor national inspection because any change from the present system will be an improvement."

A South Dakota mill: "We think national grain inspection is desirable. National inspection would be unprejudiced and consequently fairer. Board of

trade inspectors naturally favor board of trade members from whom they get their job."

An Illinois mill: "We favor national inspection because the Government controlling inspections and inspectors would not be subject to local influences to the extent that present inspections are, and the interests of all parties would be given greater consideration."

A Missouri miller, who for many years was the head of a prominent grain firm in St. Louis, makes a particularly interesting reply: "National inspection is most certainly desirable. I so recommended as chairman of the St. Louis Merchants' Exchange Grain Committee when the matter of national inspection was considered by the committee, in response to a communication from the Chief of Bureau of Department of Commerce, O. P. Austin, which communication referred especially to ports of clearance. I do not think it is possible to secure general uniformity of grades by State or board of trade inspection. Uniform grades can not be obtained otherwise than by Federal inspection, on account of conflicting rules by warehouse commissioners and State laws regarding grades in different States. I believe millers in the United States and the foreign trade have been imposed upon by inspection as now conducted, and more especially as regards elevator grain in our local markets and also through elevators at ports of clearance, which seriously affects domestic and foreign business."

A Kansas miller: "National grain inspection is desirable because it would give greater uniformity and stability of grades, because 'in' and 'out' grading would be the same, and because men of larger caliber would find their way into Government service than in State or exchange service."

A Kansas mill: "We are in favor of national inspection, providing uniform grades can be established. Uniformity is not possible now, as each State or board of trade is interested in its own local advantages. Under national inspection millers would help to establish a more uniform value of the grain, and enable us to meet competition on a safer basis."

A Kansas miller: "National inspection is desirable. We favor it to secure uniformity of grades for all sections and do away with graft and favoritism."

A Texas miller: "National grain inspection is desirable at grain centers. We favor it because national action is usually honest and fair to all parties concerned."

Strange to say, a large number of millers favored national inspection because it would be free from political influences, while, on the other hand, fully four-fifths of those who are against national inspection are opposed to it because they do not favor "mixing politics with business." The predominant note in the replies of those against national inspection is "too much politics." Thus some favor in order to get rid of politics and others are against it because they fear "politics."

An Illinois miller says: "The greatest advantage and reason for national inspection is the fact that it will be removed from political influence, which is about the hardest thing we have to contend against."

An Oklahoma miller: "National inspection is desirable. It will give greater uniformity and cut out favoritism."

An Illinois mill: "We favor national inspection because there would be less chance for favoritism and more uniform grading. Inspectors could be frequently transferred to facilitate uniformity and prevent fraudulent grading."

A Kansas miller: "Federal inspection will be better enforced than under present conditions, and it will make a better market for wheat. Millers buying a certain grade under present lax methods of inspection can not be sure of getting the grade they contract for, but under Federal inspection millers could buy No. 2 hard or No. 1 northern and be absolutely certain they will get what they bargain for."

An Oklahoma mill: "We favor national inspection because political influence would be eliminated."

A southwest Missouri miller: "Judging from experience it looks like an impossibility to secure proper and uniform State or board of trade inspection. I favor national inspection because it would take the matter out of politics and away from the diverse interests connected with every board of trade and grain market. Government inspection in other lines seems to be effective and impartial."

A Nebraska mill: "We favor national inspection to secure greater uniformity and greater care on the part of inspectors."

Those opposed to national inspection assign "politics" and "red tape" as the principal reasons for their convictions. In the South State rights seem to enter as a factor and a number of southern millers do not like too much national interference. Some of these, however, would waive these reasons as a "last resort." We regret that several prominent millers against national inspection so replied without giving their reasons. One well-known and highly esteemed miller of Indiana doubts the practicability of Federal inspection and is against it because "graft is too likely."

An Ohio miller: "I doubt if national grain inspection is desirable. It is possible to secure general uniformity in grades by State or board of trade inspection by the boards of trade cooperating to establish a uniform standard, and, above all, inspections strictly on the square. By national inspection we might be jumping out of the frying pan into the fire. There is too much politics in business done from Washington. Uncle Sam has plenty to do without mixing too much in business affairs. The boards of trade ought to have enough business sense to know it is to their interest to give everybody a square deal. If they do not, they are the losers."

A Toledo mill: "State inspection being a failure in every State, we would not favor national inspection. Politics and grain inspection do not go together. General uniformity of grades is desirable, and should be obtained through board of trade inspection."

A Kentucky mill: "National grain inspection is not desirable. It would get into politics and would be bad for the service. National matters are not run on economic lines."

A Tennessee mill: "We are emphatically opposed to the Government taking any part in business matters or endeavoring to regulate commerce. At the same time the present manner of inspection at all markets is so rotten and so variable that we are almost in favor of a change of any kind."

A Minnesota miller: "I do not think national inspection of grain desirable. If we are not careful we will soon have everything done for us by the Government. Honestly and intelligently conducted board of trade inspection should be fair to all. Politics are a great drawback to State inspection now. Why should not the same objection be even more pronounced with national inspection?"

A Minnesota mill: "It is possible to secure practical uniformity of grades by State. The State inspection of Minnesota shows this. But the milling value of a certain sample of wheat depends somewhat on the opinion or taste of the individual miller. Its value can not be expressed in exact terms. Any system of inspection depends for its success on the intelligence and honesty of the inspectors. Rules may have to be modified without too much delay to meet unusual conditions arising at the opening of a new crop. Surely the States in which grain is of paramount importance are better able to cope with these difficulties than the nation at large."

A Dakota miller: "I do not think national inspection desirable. Wheat should be sold on its merits in open market or by sample. Inspection is only a guide."

An Illinois mill: "We do not think national grain inspection is desirable. We are afraid of politics (too much Bryanism)."

Another Illinois mill: "National inspection is not desirable. It may not be possible to secure general uniformity of grades by State inspection, but such evils as do arise, there is much more probability of righting in the State than at Washington. We are opposed to either State or national inspection, because it should be done by the parties interested."

A Kansas mill: "We see no advantage in national inspection. Our opinion is based on the poor results obtained from State inspection."

A Kansas mill: "National inspectors are too likely to be appointed for political reasons regardless of fitness."

An Oklahoma mill: "We doubt the desirability of national grain inspection. It would require red tape and lawsuits to settle differences."

St. Louis miller: "We are against national inspection because State inspection shows no improvement. The further we remove politics from business the better."

A Galveston mill: "We do not think it would be prudent to invite Government interference in general business affairs. The people are satiated with Government interference in private affairs."

A Texas mill: "We are against anything run by politicians."

An Oklahoma mill: "Think inspections should be removed from politics. If we must have Government inspection, let it be done by the States."

Some of the replies were noncommital. A Tennessee mill favors national inspection only as a last resort, and would favor national inspection only when shown practicable, believing, however, it would secure correct and honest inspection.

An Indianapolis mill is for honest inspection. "United States inspectors 'might' be more independent of local influences and find honesty the best policy, but Government inspection would probably disregard the special needs of the various markets."

From the above, we feel that the trade can secure a good idea of the views of the millers in a general way. It was not the intention of the Modern Miller to have the millers go into details and explain fully the advantages and disadvantages, but rather to ascertain the principal and underlying reasons and to test what percentage of prominent mills were in favor or against national inspection. For this purpose it was not necessary to put the mills on record by printing names. The underlying reasons are set forth and the percentage of millers for and against is indicated.

Mr. Schoffield from the Department of Agriculture says: "I have been for approximately two and a half years devoting most of my attention to the investigation of commercial grading of grain in the United States. I think I have visited every important grain market in the United States, some of them several times, have become acquainted with the men doing the work of inspection and in most instances with the men who control the inspection, in five of the States, the railroad warehouse or grain commission, as the case may be, which is composed either of elected or appointed men, and in other cases where the inspection is controlled by some committees of the chambers of commerce in the large trade centers. The most obvious remedy which occurred to me for the defect, which every honest man must know exists in the grain inspection of this country, was to effect if possible an arrangement whereby the inspection of grain might be carried on under national control either in the Department of Agriculture or through the Bureau of Commerce. I find, for instance, that there are eight distinct classes of wheat grown throughout the United States, three distinct classes of corn, two distinct classes of barley, only one of rye, one of buckwheat, and one of oats.

"Class 1 is what I have described as red spring wheat, which includes the well-known varieties of fife and bluestem, which are grown in the region of eastern Wisconsin and northern Minnesota, North and South Dakota, and extending across the boundary into Canada. In that we use the grades of No. 1 hard and No. 2 winter and No. 3 spring, rejected, and no grade. Then we have the grade known as hard winter wheat which is composed almost exclusively of the variety known as turkey wheat; is grown in Kansas, southwestern Oklahoma, Iowa, southern Minnesota, southern Wisconsin and to a limited extent in Illinois. It is composed of the grades known commercially as No. 1 hard winter, No. 2, and No. 3, and rejected. I think there is in most markets a No. 4 also. Then there is soft red winter wheat, which is grown in Missouri, certain portions of Kansas, eastern Oklahoma, northwestern Texas and from there eastward. It is composed of such varieties as Little May, Mediterranean Northern Fife, and almost endless varieties of local names. That comprises the larger class of the winter wheats; it is called in commerce after the grade names of No. 1 red winter, usually prefixed by the term 'soft.' Then we have class 4 of a white winter wheat east of the Rockies, which is composed of Jones amber and Michigan white and a number of local names, which compose in volume not nearly so large a class of soft winter wheats, but are grown to as large an extent as the soft winter wheat except that they are grown more to the northern and eastern portion of the northern wheat belt, and especially in northern Indiana, Maine, western Pennsylvania, and southwestern New York.

"Then there is class 5, a class of very relatively small importance, being the white spring wheats grown in the western portion of Nebraska, in California, and to some extent in Wyoming and Montana. They go in with the soft winter wheats, but are spring-sown wheats.

"Then we have class 6, one of a large group of wheats, all white. They are generally known west of the Rockies and in the Sacramento River Valley, also in the Columbia River Valley, as blue-stem wheat. It is the highest grade of the white wheats of the Pacific coast region, selling there from 3 to 12

cents above the other wheats grown there, and is sold when nearly pure under the grade name of "high milling," and when mixed with club or other varieties which comprise the other classes it is known as No. 1 milling.

"Another class of importance is the one known as 'club.' It is grown in the San Joaquin Valley, east to some extent in the Sacramento Valley, throughout Oregon, Washington, Idaho, and certain areas as soft white wheat of poor quality, and is composed of varieties with variations of the name of 'club,' such as 'July club,' 'Oregon club,' and a number of local names.

"These comprise the seven important classes of what we know for convenience as grade wheats, and wheats which are used ultimately for bread, pastry, breakfast foods, and things like that. In addition to these seven classes there are, however, a number of smaller classes under local names which hardly deserve ranking as full classes, of which might be named such a variety of the group of long-berried, soft winter wheats, which are distinct from other winter-grown soft wheats, as they give very white flour. In the north we have such a wheat known as Senore, distinct from the other classes in shape of berry and quality, and not of large commercial importance.

"Not nearly so much grain is now being sold in Europe on Atlantic coast rates or grades as was sold a few years ago. The most successful exporters of grain now sell their grain upon previously submitted reports, and have much better satisfaction and more profitable sales. The tenor of the reports coming in seems to be that our business with foreign countries is injured by the selling of an inferior grade of wheat for No. 1; at least our American consuls think so. There is a wrong impression among the European countries regarding grain inspection as carried on in the United States. They realize that the meat inspection is controlled by the Government, and when buying grain they receive what looks to them an official certificate accompanying this grain. They seem to think this grain inspection is under Government control; at least they see no reason why they should get a large and impressive certificate from here if there was not some official back of it. So we have received many letters from there making charges against our Atlantic coast inspection, which has hurt our trade, and, if I am informed correctly, this matter has been several times brought before our Department of Commerce and Labor, and it seems to be the opinion there that it does not only affect our trade in grain, but has a discouraging influence on all of our exports to some extent. The grain dealers themselves seem to appreciate the fact that we must have a more uniform system; they realize that they are being overrun by Argentine Republic and Russian grains, and they have been considering the possibility of remedying the existing systems for a long time, relatively speaking.

"As I stated a short time ago, I believe any system of national inspection will affect the grain dealer most, and will meet with their bitter opposition, but there is a thing to consider, I believe, and that is that you in this bill are attempting to devise what the great majority of farmers want and at the same time what the great majority of grain dealers want—not a majority in point of influence, but a majority in point of numbers. The grain dealers, in other words, are struggling as hard as they can to get at the same thing which you are in this bill. There is a certain element of the grain trade which in point of numbers is insignificant, but which in point of influence is very important, who do not desire and will not permit, if they can help it, any system of either uniform or national control.

"Grain inspection to be materially improved must have a greater degree of accuracy than is now found anywhere, except in the flax inspection. If you know the method of grain inspection at the present time, you must know that these men who do the inspecting go on the track where these cars come in early in the morning, as soon as daylight. They go up to the car, pry the door open, then climb up, feel of the grain, if possible; if the car is not too full they probe it with the grain prier, look at it, and decide in their own mind whether it is No. 1 or No. 2, whether it is winter, and whether it has 2 pounds dockage or 3 pounds. They weigh it when they have a new man, or at the beginning of the season when they are having a little trouble with fresh wheat. They sometimes take the weighing bucket with them and weigh a small quantity of the wheat outside the car door, but this is done very occasionally, for when one inspector has to inspect 75 to 80 cars he has no time to stop and weigh. Furthermore, if he even did weigh this grain, if he submitted 3 handfuls, he would not come as near to it by weighing it as if he guessed at it, for it is an inaccurate

weigher, and the weight depends entirely upon the way the grain falls into the bucket and the manner it settles. Very little of it is ever weighed. It is true of the great majority of the markets where this grain is inspected that, theoretically, they take the bucket with them, but practically they leave it in the supply house at the other end."

Report of investigation by North Dakota Bankers' Association made November 23, 1906.

To Members North Dakota Bankers' Association:

Your committee appointed to investigate the subject of grain inspection and grading, as affecting the interests of North Dakota shippers, met according to arrangement at Superior, Wis., on the morning of September 27, and, after a preliminary discussion as to the scope of the investigation, proceeded to visit some of the terminal elevators in order to familiarize themselves with the methods of handling grain as it comes from the shipper. We found that grain is inspected, graded, and the dockage fixed by the state inspector under the rules of the Minnesota grain inspection board. The grain is then ordered into one of the terminal elevators and after being unloaded is elevated to the top of the elevator where it is weighed. During the process of elevating all grain is subjected to a suction draft in order to keep the building free from dust (?). This is an injustice to the shipper as, in our judgment, all grain should be weighed immediately upon being unloaded and nothing should be taken from it before it is weighed. The amount of light grain and dirt taken out under the present method simply depends upon the force of the suction draft.

We obtained a statement showing the grain of various grades shipped in and shipped out from one of the larger elevators during a period of three months, the dockage actually taken out, and the profit in mixing the grain so as to raise the low-grade grain to that of higher grades. In our judgment a much smaller dockage is actually taken from the grain than that taken by the country elevator or fixed by the official inspectors. We find that all of the dockage or screenings taken from the grain has an actual value and believe the shipper should receive this value. This matter of dockage is one that could be so easily remedied and the shipper given the benefit of the screenings actually taken from his grain that the wonder is the present unjust custom of not only confiscating the screenings, but in addition compelling the shipper to pay the freight on them to the terminal point, has been allowed to prevail so long.

We find that eastern millers want the grain as it comes from the farmer and it is an injustice to the shipper and to the miller to prevent this, as is now done. The shipper must accept the inspection, rules, and customs which have been forced upon him by the powerful combination of elevator and railway interests, and the miller must take the grain that is offered him by the "grain trust," so called, and not in the condition as to mixing, that he wants it.

In examining the report above referred to, of grain received and grain shipped out of the terminal elevator we were able to get a

report from, we found that during the three months covered, the report showed the following grain received and shipped out:

RECEIPTS.

	Bushels.
No. 1 Northern	99,711.40
No. 2 Northern	141,455.10
No. 3 Northern	272,047.20
No. 4	201,267.20
No grade	116,021.10
Rejected	59,742.30
	890,245.10

SHIPPED OUT.

No. 1 Northern	196,288.30
No. 2 Northern	467,764.00
No. 3	213,459.30
No. 4	None
No grade	None
Rejected	None
	877,512.00
On hand, estimated	12,733.10
	890,245.10

The screenings actually taken out of the grain received averaged three-quarters of a pound to the bushel. From our knowledge of the dockage taken at country elevators and also of that fixed by official inspectors at terminal points during the period named, we believe this dockage of three-quarters of a pound actually taken from the wheat to have been very much less than that taken from the shipper or farmer. These screenings sold for about $8 per ton. After this dockage of three-quarters of a pound per bushel was taken out the grain was shipped out as clean grain without any dockage. What an eloquent story is told by the above figures. The fact that nearly 100,000 bushels more of No. 1 Northern, the highest grade taken in, was shipped out than was received speaks so loud against the present system and rules of inspection that it is simply unnecessary to go on down the line and call your attention to the fact that nothing lower than No. 3 wheat was shipped out.

The profit in mixing the receipts of this elevator for the three months, as shown by their report, was $83,720.69. In order to arrive at the probable profits of the terminal elevators there should be added to the above the amount realized from the screenings, the charges for handling the grain, and the proceeds of the sale of wheat and other grain taken from the screenings, for we found that all screenings are carefully cleaned over and all good grain taken out, and that the good grain taken from the screenings is shipped out as screenings in order to avoid inspection and appearing in the amount of grain shipped out of the elevator. We are of the opinion that grain hospitals, either independent or in connection with terminal elevators, should be established, where shippers could have "off grade" grain cleaned or scoured at a reasonable cost before it is offered for sale, the shipper to pay this expense and receive the benefit resulting from such treatment of his grain needing treatment in a hospital elevator. We also favor the amending of existing laws governing the handling of grain by terminal elevators so as to allow no more grain of a given grade to be shipped out than is taken in.

Your committee found much to criticise by visiting the freight yards, in the careless manner in which cars are handled by the railroad companies and the very poor class of grain doors used. The amount of grain lost by leakage from cars and by the careless shunting and switching of cars in the yards is very large.

All the foregoing are of course matters of minor importance as compared with the apparent combination of the railroad and elevator interests in forcing all grain received at terminal points to be inspected under Minnesota inspection rules. A competitive market was established under Wisconsin inspection at Superior. The Wisconsin law provides that the grain and warehouse commission shall consist of three members, one from Wisconsin, one from New York, and one from North Dakota. Under this law the shipper in this State has a representative on the board, and the influence of this representative can be of great benefit to our shippers if his duties are conscientiously performed.

This board appoints all inspectors and weighers and can see to it that inspection and weighing is honestly and properly done. Our shippers were undoubtedly greatly benefited during the time the Wisconsin inspection was in force, but by the apparent combined efforts of the interests above named this Wisconsin inspection is inoperative and all grain received at the head of the Lakes must be inspected by Minnesota inspectors under Minnesota rules.

The story of how the Wisconsin law was made absolutely inoperative is an interesting one. The Duluth Board of Trade made a rule that no member of the Duluth Board of Trade could hold membership in a similar organization within a hundred miles of Duluth. This was done to compel all grain men doing business at the head of the Lakes to confine their business to Duluth. Then all terminal elevators located in Superior suddenly were closed as public elevators and became private elevators operated by individuals holding leases. As private elevators they were able to discriminate in the business offered them, and this discrimination took the form of refusing to receive grain inspected under Wisconsin rules and by Wisconsin inspectors. It does not require anything further to show you how Wisconsin inspection was put "down and out," and why all of our grain must now be graded, inspected, and weighed under Minnesota inspection rules.

Your committee attempted to have a hearing with the Duluth Board of Trade and met with some of the officers and members of that board for this purpose.

Exceptions were taken by members of the Duluth Board of Trade to the fact that Senator Hudnall, of Superior, Wis., had been invited to be present at this meeting. Senator Hudnall had asked the privilege of speaking at our last association convention on the subject of the grading and inspection of grain, and during the course of his remarks had made statements to which the Duluth Board of Trade had strongly objected. The object of your committee in having him present at the conference with the board of trade was to get at the truth or falsity of the statements made, to which exceptions were taken by the Duluth Board of Trade.

Members of the board of trade absolutely refused to proceed with the conference while Senator Hudnall was present, notwithstanding the fact that your committee stated if the conference could not proceed while he was present his statements would have to be accepted as facts by the committee.

Objections were also made by members of the board of trade to the stenographer who was present at the request of your committee.

Your committee withdrew from the conference for the purpose of considering the objections raised by members of the board of trade. Being present at the invitation of the board and feeling that our request to have Senator Hudnall present long enough to go over the statements made by him at our convention, to which exceptions had been taken by the board, was not unreasonable, and also feeling that an effort was being made to throw such restrictions around the conference as would make it of no value whatever to the committee, it was finally decided that we would withdraw and not attempt to proceed further with the conference at that time. The committee thereupon retired from the conference.

Following this attempt at a conference with the Duluth Board of Trade your committee entered into correspondence with a large number of eastern millers. This correspondence was of considerable interest and disclosed the fact that the eastern millers can not obtain grain at Duluth except in the condition it is offered them as to mixing. They want a certain proportion of grain of good grades just as it comes from the shippers, but can obtain it only after it has been mixed and the higher grades reduced in quality.

Your committee also asked for an interview with the Great Northern Railway Company officials in order to request that the Great Northern elevator at Superior be reopened as a public elevator and that all opposition to Wisconsin inspection by the railway company be withdrawn. This interview was arranged, and on Tuesday morning, November 13, Senator Cashel, Senator Young, and Mr. Macfadden, of the committee, met with Louis W. Hill, first vice-president, B. Campbell, fourth vice-president, and Mr. Braaten, of the railway company, at the company's office in St. Paul. The railway company contended that it was absolutely impossible for a large elevator to operate under the Wisconsin inspection law owing to the fact that the law made it possible that any shipper or receiver of grain could demand of the elevator company a special bin, and that a small amount of grain stored in special bins would completely tie up the capacity of the elevator.

It was also pointed out that shippers could demand both Minnesota and Wisconsin inspection on the same grain, and that while either inspection would be satisfactory to the railway company, traffic was impeded and great annoyance caused where both inspections were demanded.

Other objections were raised to the Wisconsin inspection law and the statement made that the Great Northern Railway Company would open its elevator as a public elevator just as soon as these objectionable features could be eliminated from the law.

The proposition was also made by the railway company to lease any or all of their elevators at Superior to an organization of independent shippers, to be formed in North Dakota or to include shippers of North Dakota, Minnesota, and South Dakota, on a basis of 4 per cent interest on the investment in the elevator. The lease to be made for one year or longer with the privilege of being canceled by the lessee at any time by giving thirty days' notice to the lessor railway company.

This proposition to your committee seems to be the solution of many of the problems of correcting the evils and injustices now in existence

in the handling of grain at the head of the Lakes, and your committee will now take up the matter of perfecting an organization to take one or more of the Great Northern terminal elevators with the independent shippers of the State. By an organization of this kind the shipper can retain complete control of his grain. He can obtain the value of all screenings taken from his grain. The eastern miller can obtain grain in just the condition he wants it and a competitive market at the head of the Lakes can be reestablished.

Your committee is of the opinion that the reforms outlined will be of material benefit to the grain growers of the State and will be a stepping-stone to a better system of inspection, viz:

Federal inspection, which would do away entirely with the many conflicting inspections established in the various States.

Respectfully submitted.

JOHN L. CASHEL,
GEORGE M. YOUNG,
F. W. CATHRO,
M. F. MURPHY,
W. C. MACFADDEN,
Committee.

Memorials and resolutions of grain growers' associations in favor of national inspection.

The Tri-State Grain and Stock Growers' Association passed the following resolution, unanimously, January 19, 1906:

Whereas Senator McCumber, of this State, has introduced a bill in the United States Congress to provide for a national inspection and for fixing a uniform standard of classification and grading of wheat, flax, corn, oats, barley, rye, and other grains, and for other purposes; and

Whereas the personal experience of the farmers of the Northwest has shown the necessity of a measure of this kind; and

Whereas such a law would not only give the producer the grade to which he is entitled, but would make it so that the purchaser could rely on the quality of the grain bought in whatever market it might be obtained: Therefore be it

Resolved, That we hereby heartily indorse the principle proposed in this bill and ask Congress to speedily pass the same that we may obtain relief from the injustice which we suffer under the present existing conditions.

I certify that the above resolution is correct as passed by the Tri-State Grain and Stock Growers' Association of Fargo, N. Dak., January 19, 1906.

J. A. JOHNSON,
Secretary.

[Memorial adopted by antigrain trust meeting, held at Salina, Kans., January 15, 1907.]

FEDERAL INSPECTION OF GRAIN.

Too much can not be said and done in favor of a national inspection law. We have no uniform inspection of grain and cotton, the principal farm products which are so largely dealt in and which are of such great importance to both the producer and consumer. A shipper of grain can not send a car of wheat from one point to another with any degree of security at the present time, take all the precaution he

may. A shipper at some point in Kansas may have a car of grain inspected at some point in the State as No. 2, send it to Missouri, where it is inspected by the Missouri State grain inspection department as No. 3; the same car of grain may be forwarded to Illinois and there inspected as No. 4, and from Illinois it may be sent to New Orleans, and there inspected as "no grade;" discounted from place to place anywhere from 1 to 15 cents per bushel, until it falls into the hands of the trust exporter, when it is again inspected as No. 2 and sold for No. 2 at No. 2 price, the difference falling into the hands of the trust instead of the farmer and producer. Under present conditions, the different interests and influences are so diversified that the degree of uncertainty in making a shipment of grain is so great, as to what it will inspect at the different points of destination, that it makes the transaction next to, if not altogether, a gambling one. For instance, the inspection of grain in Kansas is done by the State; in Missouri it is done by the State; in Illinois by the State; at Galveston by the board of trade and at New Orleans by the board of trade; at Baltimore by the board of trade; at New York, Buffalo, and Boston by the boards of trade, all controlled and influenced by local conditions, the inspectors at the different points owing their positions to some local political organization or board of trade. For example, we will take Galveston. The board of trade there is dominated by a few exporters, who appoint the inspectors who inspect grain which is bought from the Central West by these dominating characters, on Galveston weights and grades, and it is a fact that during the past crop year, although 85 per cent of the grain going into Galveston has graded below No. 2, all the way from No. 3 down to "no grade," and has been discounted from 1 to 15 cents per bushel; then, when it became the property of the same dominant characters of this board of trade who appointed the inspectors, this same grain was inspected by these same inspectors, nearly, if not quite all, No. 2, and the records of this department will show this state of affairs.

Therefore, by the very nature of existing conditions, the farmers and producers of this country can not hope to get just and fair treatment in the inspection of their grain, notwithstanding the fact that all inspection charges are at last paid by them. It is a notorious fact that the standard of grain which is traded in to-day on the boards of trade is so low that there is not a miller in this country who would think of putting it into his mill or use it for the manufacture of flour. The same rule applies to other commodities, especially cotton, of which there is at this time in the city of New York 70,000 bales which are covered by certificates issued by the New York Cotton Exchange that are deliverable on contracts made on that exchange, which, however, are worthless for commercial purposes, evidenced by the fact that there is not a spinner in this country who would think of using it. On account of these practices there has been a meeting of dealers in London and one in Berlin, representatives attending these meetings from all over Europe, to protest against the low grade of grain coming from America, and these conventions are now sending a delegation to this country to protest against these practices and to insist on establishing a trade on rye terms, which means European weights and grades.

I believe that with Federal inspection of grain the standard made and maintained, good enough for first-class commercial purposes,

would be of incalculable benefit to the producers of this country and be the means of reestablishing the good name of America in all the world for her farm products, and thereby reap a reward in obtaining better prices.

Federal inspection should be under civil service rules; an inspector should know that the only requirement must be efficiency and duty; he should not owe his position or the continuance of same to any local political organization or board of trade, as is the case to-day. The inspection of grain and cotton should be uniform, at all points alike. A Federal inspection certificate should be as current as money anywhere, not only in the United States but in all the world. It is a notorious fact that the different State inspection departments will not inspect a car of grain at one point in the State as No. 2 and guarantee it to inspect No. 2 at another point in the State 75 miles distant. Indeed, it is impossible to have a car of grain inspected in Kansas City, Kans., with any assurance or guaranty that it will grade the same at a point 500 feet away across the State line. Few people know this, perhaps, but it is a fact nevertheless. I take it that under Federal inspection of grain and cotton that merchandising in those commodities would not be, as it is to-day, so considered, and is in fact, the most hazardous of all lines of trade, but, on the other hand, could be handled with safety.

Our Representatives in Congress can not be urged too strongly upon the importance of Government control of the inspection of many commodities, especially grain and cotton, the same as the Government inspection of meat. We must have it. The present system of inspecting grain and cotton to-day is the greatest weapon in the hands of the grain trust, and it should and must be taken from them before the farmer will get justice.

SALINA, KANS., *January 15, 1907.*

Be it resolved, That this convention adopt the above memorial and make it apply to the Federal weighing as well as inspection of grain, and that a copy of the same be sent to the President and Representatives in Congress.

C. W. PECKHAM,
Chairman, Haven, Kans.
E. C. DOWLING,
Secretary, Solomon, Kans.

FARMERS' INSTITUTE.

We, the farmers of the county of Barnes, State of North Dakota, meeting and assembled in Farmers' State Institute, held in Valley City, N. Dak., the 25th and 26th days of January, 1904, deeply feeling the wrong and injustice of the present system of grain grading and inspection, manifestly conducted for the benefit of the millers and grain buyers of Minnesota and at the expense and serious loss to the farmers and grain growers of this State, and believing in the unjust and unbusinesslike arrangement whereby and through which the grain buyer and miller fixes the grade and quality of the grain produced by us, and in the absence of any law or means by which said grain can now be graded and inspected by the producers, and

that depriving the buyer and miller of such rights and privileges and clothing the Federal Government with the sole power to weigh, grade, and inspect the grain will be a great and lasting benefit to all agricultural interests of this and other States.

Now, therefore, we do hereby resolve that the bill introduced * * * in the United States Senate, now pending, known as the "McCumber grain-inspection bill," which provides generally for the Federal inspection of grain at terminal points, meets our most hearty approval, and we recommend that the utmost efforts be taken by our Representatives in Congress and all honorable means employed to effect its passage.

The North Dakota Retail Grocers' Association, in convention assembled at Grand Forks, N. Dak. February 18, 1904, adopted the following resolution:

Resolved, That the North Dakota Retail Grocers and General Merchants' Association commend the McCumber grain-inspection bill, and, believing its passage would be for the best interests of the farmers of North Dakota and for the interests of the members of our association, we, therefore, recommend its passage and urge our Congressmen to use their best influences in securing the enactment of the bill.

[The Farmers' Cooperative Grain and Supply Company, Minden, Nebr., December 4, 1907.]

RESOLUTIONS.

Whereas Senator McCumber, of North Dakota, has announced that he will introduce his bill again for national inspection of grain; and whereas President Roosevelt has recommended to Congress the passage of a bill providing for uniform Federal inspection of grain. Whereas reports from abroad call our attention to complaints made by foreign purchasers against the grades of American wheat, consular reports show upon investigation, that the wheat upon arrival in Europe does not grade up to the commercial standard because of the dishonest methods practiced by our grain dealers of mixing a lower grade with a higher grade (macaroni with our hard wheat of the West).

Resolved, That it is the sense of this board that all grain should be inspected and graded by the Federal Government and when exported should carry with it the seal and proper authority, so that it should have with it absolute confidence in every grain market of the world.

Resolved further, That we heartily indorse Federal inspection and call upon our representatives in National Congress now assembled to do everything possible in their power to assist in passing such a bill.

Resolved further, That we call upon the grain growers to get busy and lend their assistance by calling upon their representatives in Congress to support the measure.

Be it requested that our State association, the Farmers' Cooperative Grain and Live Stock State Association, call upon the grain growers of the State to assist by way of providing the necessary funds by contribution to send a delegation to Washington to assist in securing such legislation, as we believe it will do more to break the backbone of the grain trust than any one thing that could be done.

A few items brought out by investigation made by Interstate Commerce Commission of the grain trade of the United States during the summer of 1906.

On page 503, Mr. Cowgill, of Omaha Trans-Mississippi Grain Company, testified that he conferred with his competitors as to the amount to be paid to the farmers for grain in the territory covered by his line of elevators.

He also said, where there are other buyers at stations he instructed his local buyer to pay the same price as the competitors do; also, where stations had only two buyers he was satisfied with only one-half of the business.

Mr. Peck, grain commission business, Omaha, testified that they would bid up to put farmers' elevator and independent shippers out of business, and that all line elevators were in the combination.

On page 532 is a letter to Storekeeper Murray to keep out of business or the elevator would put in a store and sell goods at cost, signed, "Updike Grain Co."

On page 267 Mr. Radford, chief State grain inspection, testified that elevators deducted 100 pounds on each car for sweepings; also that the grain was not weighed until it reached the top of elevators, after all light stuff, etc., has been blown out. Elevators do not pay for sweepings, etc., but take 100 pounds. The light stuff not paid for is gathered up and cleaned and is also a source of income to elevator. Also common or Federal inspection would be a good thing. Millers prefer wheat before being mixed. Inspect in and out.

On page 280 Mr. Flack, of Peavey Elevator System, testified that he dictated the price to be paid by 73 different elevators belonging to his company, and that he agreed with competitors as to what price should be paid at different points; also that if "Scoop Shoveler" opened up in his territory he would go at him and drive him out of business by bidding higher, so that he could not get grain; also tried to outbid farmers' elevators to put them out of business; also that farmers' elevators caused an increase of prices to farmers; also that his company received an allowance from the Union Pacific Railway on every bushel of grain shipped over that road; if he wanted to ship over some other road, he had to give order to competitor who controlled business on that road.

On page 290 Mr. Walton testified that railroads were interested in line elevators, and independent shippers could not get cars unless the order was given through the line elevator controlling business on that road.

On page 314 Mr. Beall, of the National Elevator Company, testified that when they went into business the Illinois Central elevators charged 5½ cents a bushel for running through elevator; afterwards reduced price, but cars always went 1,000 to 3,000 pounds short until they joined combination, and the combination fixed arbitrarily the price to be paid the farmer.

On page 384 Mr. Taylor testified that where there is no competition the rate is 2 or 3 cents less per bushel.

On page 404 Mr. Smiley, secretary Kansas Grain Growers' Association, testified that the association was formed for the purpose of bettering the grain trade; that at the terminal markets the weights

were very unsatisfactory and inspection poor; that organization had made a big difference; before organizing 2 per cent shortage was averaged; also that quite often a car of No. 2 wheat was graded No. 4—loss to farmer, and 4 or 5 cents per bushel gone to elevator. Also farmers object to 100 pounds sweepings taken by elevators.

Mr. Tedford, State grain inspector of Kansas, testified that the standard of grades going out of elevators was the minimum or lowest character of grade, while others testified that of the grain as it went into elevator the lowest grade in the car was the standard.

On pages 788, 789, Mr. Bevan testified as to the custom of "car plugging," and gave instances of where from 150 to 200 cars were so plugged, and described the plugging system as follows:

Q. What is the practice of plugging cars?

Mr. Bevan answered:

It is putting a poor grade on the bottom and covering it with good stuff, so the inspector can not get at it. They have what is called "trier" to push into the car. If it does not go deep enough he does not know the poor stuff is there.

On page 790 Mr. Forsaith testified to his knowledge of the plugging of wheat going to public elevators, as follows:

They would run up tailings, bin-burned wheat, stumpy wheat—all inferior grades of wheat they had in the house—in one spot and run contract wheat in the others. They would get a string of cars in and give me the capacities and tell me how much to drop, as they call it, of the "dope." I would drop it, and when I got that dropped I would drop contract on top of it.

Grain-trade complaints as reported by American consuls, and consequent loss to American producer.

Consul Thomas R. Wallace, in a report from Crefeld, says that the grain dealers in northern and western Europe have been holding meetings, the principal purpose of which seems to be to take united action with regard to a change in the rules and methods of transacting business with the United States in their line and to correct abuses now existing in the same. The consul continues:

The grain trade from the United States with this district has been declining for some time, and if such dissatisfaction becomes general throughout Europe the losses to the people of America in this important branch of their export trade will be enormous. To gain some idea of the causes of the complaints regarding the grain exported from the United States I have made personal inquiry among the millers and dealers in these products, and am told that the conditions complained of here are the same all over Europe.

The dealers say they have suffered excessive losses through the purchase of grain from America by its not grading up to the standard given in the inspector's certificate in kind, quality, or condition when received. Wheat, sold as good winter wheat and so certified to by the inspector, is very often found to be new wheat mixed with old and often wormy wheat. Grain often arrives in very bad condition. Wheat purchased as new is found weevilly—very good wheat with badly damaged grain mixed with it.

They say, further, that the American shippers well know these facts, but of late years refuse to take these precautions, and because of the rule that the inspector's certificate is final the purchaser is compelled to suffer the loss arising from this negligence of the shipper. If the purchaser presents a claim for loss caused by grain received in bad condition, or of inferior quality from that certified to by the inspector, he receives no satisfaction from the shipper.

UNITED STATES ALONE TO BLAME.

I am informed that such conditions have become worse; that the purchaser here does not receive what he buys, and that no reliance can be placed on the inspector's certificate. The result is the miller has ceased to buy American grain for his mill and the farmer for his stock. It is further said that grain received from South America, Russia, or Roumania arrives in good condition, that received from the United States alone being bad.

A general meeting of those engaged in the grain trade was held in 1905 by representatives from Holland and Germany. A meeting was held in London in November last, in which appeared representatives from Germany, France, Holland, Belgium, Denmark, Italy, and England, Ireland, and Scotland, and still another meeting was held on December 12 at Berlin. At all of these assemblies the principal topic for discussion was methods to correct the alleged abuses in the grain trade with the United States.

COERCIVE MEASURES THREATENED.

The dealers having radical or extreme views do not believe that an amicable settlement of the matter can be made with the shippers unless coercive measures are used, and this is one of the reasons of the international character of these assemblies. It is said by them that some of the same conditions prevailed in the grain trade with Russia some time ago. The Russian dealers were invited to Berlin to a conference, but treated the action with indifference, whereupon the German dealers refused to buy any Russian grain, and in a short time Russia asked for a meeting.

The seriousness of this movement, threatening the loss of trade in this important branch of American exports, should not be underestimated. It is general in its character and covers the countries buying about all of the surplus crops of the United States.

The unanimity of sentiment expressed at these meetings indicates there must be good cause for complaint, and as representatives of nearly all the nations of Europe are taking part in these assemblies and the meetings have become international in character, it is time the American people, who are interested in this great and important branch of the nation's industries and commerce, should take some action to preserve it from further losses.

FRANCE.

FAULTY AMERICAN GRAIN-INSPECTION METHODS.

Consul-General Robert P. Skinner, of Marseille, thinks it is highly desirable that certain facts in regard to American grain-selling methods be given immediate and wide circulation, and that something be done either by action of Congress or by the concerted action of American commercial bodies to reform or, rather, standardize the system under which the great cereal exporting business has been created. Mr. Skinner writes:

There is little popular knowledge in the United States in regard to the fact that wheat, corn, grease, and similar products of American origin are not now sold abroad by sample, but by nominal grade. The European buyer knows nothing of the merchandise whatever before it reaches his possession. He imports and resells various classes of merchandise the quality or grade of which is certified to him, not by the merchant who has sold him the article, but by the official inspector of a board of trade or other equivalent body at the port of shipment. He pays for the goods before he receives them, and when the exporter in the United States delivers to him a certificate of inspection, declaring the goods to be of a given grade, he has no alternative but to honor the drafts. The bargain is absolutely final upon the production to him of this certificate of inspection.

STRENUOUS OBJECTIONS.

Of late years the murmurs against this system have been increasing in Europe, and whereas a short time ago they took the form of isolated private complaints that goods did not always conform to the certified grade, they now

take the form of organized protests. I have before me not merely private correspondence running through a number of years, but the recent proceedings of the London Corn Trade Association and the proceedings of a delegate conference held on December 12 at the Berlin bourse, the general tenor of which is that foreign importers are vexed with prevailing conditions in the United States and are determined to force an improvement. At these two conferences a great many harsh things were said in regard to American certificates, and specific instances of irregularities were mentioned. The vital point, which it will be well to separate from so much context, is this:

"Mr. Friedberg (Hamburg) stated: It is perfectly clear that if an American inspector certifies we have no right to doubt, or if we do we are asked 'Why do you go on buying?' I may assure this meeting that a good many of us are not going on buying. We have none of this trouble in South America. For the general trade I think that there are respectable people enough in America, and I am wondering why they do not stop the glaring abuses that are complained of."

This instability is naturally one of the conditions of American business that is least acceptable to foreign importers, and, what with rivalry between ports for export business, it has created not only bitter feeling abroad, but definite differences in the prices at which grain of the same nominal grade is offered for sale at the different ports of shipment. There are "easy ports" and "good ports," and sometimes the "easy ports" are penalized as thus explained in a recent letter from an importer to an officer of an American commercial organization:

"As you know, at present importers have great difficulty selling on certificates, but where quality is reasonably assured they are willing to pay a premium over lower inspections. Newport News and Norfolk were excluded on the London and Liverpool contracts because of last year's (1905) No. 2 corn shipments, while, as you know, your inspection maintained a premium all last season over the Atlantic."

SIMPLE REMEDY PROPOSED.

The remedy sought is so easy of application and the demand for its application is so entirely reasonable that to the importer protracted resistance is incomprehensible. The proper remedy may be applied either by the American Government or by the cooperation of American trade bodies. The starting point of the reform would be, naturally, the establishment of standard descriptions by law. This done, if the Government were charged with the issuance of inspection certificates the service would be removed from local influences, and the so-called official American certificates would be rehabilitated. If this very rational proposition be objected to, the surest means of effectively combating it would be the holding of a conference of American grain-inspecting bodies for the adoption of grain standards and for the adoption of ways and means of drawing standard samples, to be deposited in American consulates at great European ports, or to be issued upon demand to importers; and to provide for a board of inspectors, the members thereof to be transferred at intervals and liberated from every form of local pressure.

Consul-General Skinner, of Marseille, France, under date of January 10, 1907, writes as follows:

In continuation of my report, dated December 18, 1906, I wish to say that my attention had been called to a report presented to the Syndical Chamber of Grain and Flour, at Paris, by George Lefebvre, delegate to the International Reunion, organized by the London Corn Trade Association. This report has been sent to me by a prominent Marseille miller, and I take it that it resumes the sentiments of the trade in this city, which was not acted upon the subject as yet in an official manner, although at this port the great bulk of American hard-wheat exportations are received. The report of M. Lefebvre is quite long, and I translate merely the salient passages as follows:

"I have the honor to render an account of my mission as your representative at the conference of November 8, organized by the London Corn Trade Association, for the purpose of considering final certificates covering grain exportations from America. The conference was attended by not less than forty-five members, whose opinions were unanimous as to the necessity of reforming the actual system. Some wished to ameliorate it, and others to abolish it. Complaints were made of a detailed nature, which I have no need here to repeat, *except as to two cases*, which deserve to be set forth.

"Complaint was made in regard to the delivery of hard winter wheat No. 2, in which not only the old and the new crop were mixed, but in which there was to be found also a considerable quantity of seriously damaged wheat. From the American inspectors who delivered the certificates, the only answer received was this: 'We consider our principal duty is to secure the consumption of our crop.'

"Corn certified as No. 2 or 'sail grade' (the quality capable of supporting a voyage in sailing ships) and which should have been able to endure a long voyage, arrived in a completely bad condition after a rather short journey. The complaint made was met by the reply that: 'It is the fault of the buyers who purchase during the months when corn germinates.'

"Mr. Montgomery, of Liverpool, speaking first, declared that the inspection service was badly established in the United States; that the European buyer renouncing any right of appeal as to quality when an inspector has delivered a certificate, thus constitutes the inspector an arbiter between the seller in America and the receiver in Europe.

"The abuses concerning which complaints arise from all parts of Europe prove that the buyers must come to an understanding, in order to determine the methods by which this business should be handled between America and the Old World. This conference is probably the first effort along these lines between the interested countries.

"First of all, what is it that is called an 'official' certificate of inspection as to quality? This is a very broad definition. There is not in the trade any definition of the word 'official,' and in consequence every certificate of an inspector who holds an official position must be accepted by the buyer."

CANADA.

The following Associated Press dispatch is corroborated by the Agricultural Department:

GRASS SEED IS BEING DOPED WITH ADULTERATIONS FROM CANADA.

WASHINGTON, February 13, 1907.—The Department of Agriculture has issued a circular relative to the investigation of the adulteration of orchard grass, bluegrass, clover, and alfalfa seed. The Department gathered seed from all parts of the United States, buying in the open market, and of the seed examined about one-third was found adulterated. The degrees of adulteration varied from 10 per cent to 75 per cent. The names of upward of a hundred firms which the Department alleges are selling adulterated seeds are printed in the circular. It is estimated that 700,000 pounds of Canadian bluegrass seed are annually imported into the United States and mixed with Kentucky bluegrass seed and sold as the latter. A similar amount of trefoil is imported from England, mixed with alfalfa seeds, and sold at a corresponding advance, says the circular.

SCOTLAND.

AMERICAN FLOUR HURT BY MISBRANDING.

Consul R. W. Austin, of Glasgow, writes that the friends of American flour in Scotland are elated over the passage by Congress of "the food and drugs act of June 30, 1906," and are predicting that with the enforcement of the law mentioned the American flour will regain its old-time reputation and be restored to the head of the list which it occupied in Great Britain prior to 1904. Mr. Austin continues:

At that time no flour—home or foreign—equaled the American article, which had grown in popular favor to such an extent that it had no real competitor.

The American wheat crop of 1904 being short enabled the continental mills to introduce their flour into Scotland, many of them not hesitating to use popular American labels. This scheme was worked successfully for some time, to the injury of the American trade and the excellent reputation of its flour. Finally a vigorous protest under the British "sale of goods act" was made, and this practice of the millers of the Continent discontinued. While this afforded relief, American flour is, and has been for several years, seriously injured in Great Britain by its being misbranded or labeled before leaving America, and this unfair method, it is hoped, will be discontinued by an observance of the "food and drug act."

A few expressions of individuals concerning the proposed legislation for national inspection of grain.

Hon. E. Y. Sarles, governor of North Dakota, in letter of date December 21, 1903, says:

I received yours inclosing copy of S. 199, and most heartily indorse the provisions contained therein. That a bill to provide for fixing uniform standard of classification and grading of wheat is urgently needed is a fact that the producers of the Northwest, especially, feel is most essential. I could put you in possession of facts that would show the present system, especially that under the Minnesota inspection, as being extremely faulty, iniquitous, and detrimental to the producer, as well as to the foreign and eastern buyers. Evidence supporting my statement can be had from most any of the grain commission men of Minneapolis and Duluth, and not a few of the elevator general managers (those not directly interested). The minority report of George M. Young, of Valley City, made to our last legislature, shows conclusively many deficiencies in the Minnesota inspection.

I have no suggestions to make as to any amendments in your bill, and hope Congress will favor its passage. I think most any one of the commission men, as I have said, in Minneapolis and Duluth, would support your bill, and so would any fair-minded person who is not directly interested in the results of the present system of grain inspection. I personally know the names of general managers of line elevator companies who have claimed to me that the present system is vicious, but do not know if they would dare to permit their names being used, as they might lose their positions by doing so.

Mr. I. H. Harris, grain dealer of Bathgate, N. Dak., under date of April 18, 1904, says:

I have taken a great deal of interest in your noble fight with what might be called the great wheat trust. * * * Your national will be a great benefit. * * * I have been buying and shipping wheat for sixteen years, and know that the Minnesota inspection is rank. They are holding us up here in North Dakota for a million dollars each year. I can give a good many instances of their robbery to substantiate what I say. * * * I have talked with a great many private buyers and shippers of grain from North Dakota, and with any amount of wheat raisers and farmers, and I have never yet found one that was satisfied with the present inspection.

Mr. B. R. Beall, of the National Grain and Elevator Company, of Kansas City, Mo., writes under date of January 28, 1907:

I believe I speak the sentiment of the grain growers of this territory when I say it will be a godsend to them if your bill for national inspection of grain is passed.

On January 20, 1906, Mr. J. D. Shanahan, chief inspector of the Chamber of Commerce of Buffalo, N. Y., writes:

I have for some years been an advocate of Government standards for grain.

Mr. John O. Foering, president of the Chief Grain Inspectors' National Association, under date of January 20, 1906, writes:

I note fully your views regarding the great necessity for greater uniformity in the proper classification of grain, and have personally labored for several years to accomplish something toward that end.

Mr. George F. Reed, exporter of grain of Boston, Mass., writes under date April 21, 1904:

I have read your speech with great interest, and assure you again of my sympathy and interest in your efforts.

Mr. J. M. McCardle, grain dealer of Indianapolis, Ind., writes:

I have some information that is very important on this subject, not only important but startling, and it only proves one thing, and that is, that the inspection of grain should be inspected by the Government.

Hon. H. M. Creel, of Devils Lake, N. Dak., writes as follows:

I am urging this matter everywhere I go, and have a history of three cars of wheat thrashed the same time off the same piece of ground, all the same exactly: One graded No. 1 northern, the next ten days later graded rejected, the next No. 4. I reshipped it to Duluth, and got No. 1 northern and ½-pound dockage. We are robbed annually in this State of millions of dollars. I have the history of these three cars, shipped the same day, arriving at intervals, also samples and returns to prove the whole thing.

Mr. S. M. Edwards, a large grain raiser of Argusville, N. Dak., under date of December 4, 1905, writes:

That national grain inspection will surely be of great value to the North Dakota farmer, and what benefits the farmer benefits all other classes to a marked degree.

Hon. S. L. Dahl, a prominent business man and farmer of McVille, N. Dak., under date December 28, 1904, writes:

Your grain-inspection bill is something that North Dakota wants. I have not heard of a single person who did not favor your bill. It was the same in the North Dakota legislature two years ago. All were in favor of it.

Hon. J. L. Cashel, of the First National Bank of Grafton, N. Dak., and who is also interested largely in raising grain, writes under date of December 26, 1904:

I am very much pleased with the bill. The principle is right. I think a memorial through our legislature would strengthen your position and I am willing to render what assistance I can.

Mr. George D. Palmer, of Bordulac, N. Dak., superintendent of the Livingstone farms, with 10,000 acres under cultivation, writes:

I have no doubt but a bill of that kind would be of great benefit to the farmers, and I shall be pleased to do anything I can to help the matter along.

Hon. J. H. McLain, merchant of Inkster, N. Dak., writes under date December 20, 1904:

I have read with interest your bill and remarks and congratulate you on the efforts you have put forth to obtain relief from what is now one of the most gigantic systems of legalized robbery that exists. I also commend you for the manner in which you have defended not only the interests of the farmer, but the business man as well.

Hon. N. Robillard, of Olga, N. Dak., writes:

In reference to your grain grading and inspection bill will say it has been talked around here for a long time, and we think the bill will be a godsend if it ever passes.

Hon. George A. McCrea, of the First National Bank of Drayton, N. Dak., writes:

I am heartily in sympathy with your efforts in trying to secure national inspection of grains, and believe that your S. 199 will prove the remedy for a great deal of our trouble in securing proper grades.

Mr. W. D. Sweet, wholesale merchant of Fargo, N. Dak., writes:

After following your argument, I find no opening for any suggestions. The principle of grain inspection is as true as that which relates to weights and measures, and the interstate nature of the subject makes it as much a matter of Federal regulation as any kind of interstate commerce. If my services can be used in any way to further the matter, I will be glad to be called upon.

Mr. G. A. White, of the Portland State Bank, of Portland, N. Dak., writes:

I am well aware of the evils of our present system of grain grading and weighing, and your bill seems well adapted to cure those evils so far as they are curable by Federal legislation. It must be remembered, however, that officials, whether State or Federal, are human, and the great elevator companies would probably find a way of appealing to their cupidity.

Mr. D. E. Morden writes from Wahpeton, N. Dak.:

Please allow me to congratulate you on the noble stand you have taken in behalf of the farmers and grain growers of the country. I have been one of them for over twenty years and can say to my sorrow that I know your assertions made in the Senate are as nearly correct as they possibly could be. We have known for years that we were not getting justice either in weights or grades when we shipped our wheat to Duluth, Minneapolis, or Superior, consequently we have been compelled to sell our grain at home to the company elevators for any price they saw fit to give us. Yet while we were aware that we were at the mercy of a gang of speculators we were unable to find a remedy. This, I believe, is one of the direct causes of the discontent shown among the farmers, and which I believe has won the sympathy of our farmers with the laboring men against capital. Now, it is not neccessary to go into detail in this matter, but I feel that it should be a pleasure and a duty of every farmer in the country to thank you personally for the good work you have taken up.

Mr. R. S. Lewis, president of the Red River National Bank, of Fargo, N. Dak., writes:

I want to congratulate you upon the bill you are working to get through with reference to securing a national system for the grading of wheat. I regard it as one of the most important measures that affect the agricultural interests of the Northwest. Under the present system the farmers are being robbed every year of at least one grade on their wheat and in this way: In the fall of the year when they have to market their grain the inspection at Minneapolis and Duluth is very rigid, and for the last two years it has been almost impossible to secure a better grade than No. 2 or No. 3 northern, and usually at a pretty heavy dockage. Now, were it not for the fact that as soon as the grain is out of the farmer's hands this damnable inspection loosens up on the grades and the elevator people who have graded the grain No. 2 and No. 3 northern are allowed to deliver this wheat for No. 1 northern on contract sales. I suppose this is all clear to you and no doubt prompted the drawing of your bill, which I trust you will be able to get through.

Mr. D. M. Case, of Baraboo, Wis., writes as follows:

Attached hereto you will please find a paper clipping taken from the Milwaukee Free Press of Sunday, April 10. I understand from this clipping that you have taken up the issue that the farming communities of our Northwestern States are not receiving their just dues as to the inspection and weighing of grains at the terminal elevators. If I am correct in my supposition, perhaps I might be of some service to you in the matter, for I kept the grain books for The Lake Superior Elevator Company and know whereof I speak when I say that I know they have not, at least in the past. This very point has been a matter of great interest to me, and I would be pleased to read the full text of your speech on this question.

Mr. Julius H. Barnes, president of the Duluth Board of Trade, in an interview in the Fargo, N. Dak., Forum of January 17, 1907, said:

The impression seems to have gone abroad in North Dakota that the Duluth grain men are opposed to a system of Federal inspection of grain. That is wrong. The Duluth grain men stand ready and willing to do business on any system of inspection that is stable and secures the confidence of eastern and foreign buyers. It is a significant fact that at a large meeting of the importers of the Continent of Europe and the United Kingdom held in London about two months ago every system of inspection in America was attacked save two. Those were the inspections of Duluth and Manitoba.

The following obtained from the best authority obtainable will assist in showing the working systems of inspection in the greater grain markets, amount handled, force used, and cost:

MISSOURI.

Inspection in Missouri is governed by the State railroad and warehouse commission. Inspection and weighing is given at three places—St. Louis, Kansas City, and St. Joseph. About fifty men are employed at the three places. Inspection fees are 65 cents per car at Kansas City and 50 cents per car at the other places. Employees receive about $100 per month. Grain inspected on arrival in 1904 was:

	Cars.
St. Louis	34,019
Kansas City	27,203
St. Joseph	3,351
Total	64,573

In addition, 332,627 bushels, or 333 cars, in sacks, were inspected.

The inspection fees for the year 1904 were	$50,211.00
Expenses for the year were	47,990.69

During the same period there was inspected or shipped out as follows:

	Bushels.
St. Louis	9,599,540
Kansas City	8,851,810
Total	18,851,810

or 18,451 cars. The same fees are charged on out inspection as on "in."

(From State reports for 1904.)

LOUISIANA.

Louisiana has no State inspection. The only place in the State where inspection is given is at New Orleans, and there inspection is under the control of the New Orleans Board of Trade. The following force is employed:

		Per month.
1 chief inspector at		$333.00
5 inspectors at	each	150.00
5 assistants at	do	75.00
Clerical force		200.00

Rates for inspection are 50 cents per car.

In the year 1904 there was inspected "in" 12,196,487 bushels of grain, besides 562,143 barrels of flour, equal to 2,539,643 bushels, and about 1,216,999 sacks of rice. The figures on rice are only for five months.

During the same month there was shipped:

Grain	bushels	7,469,402
Flour	barrels	687,019
Rice	sacks	1,297,157

(From report of chief inspector and Bureau of Statistics.)

WASHINGTON.

Washington has State inspection provided for by law. There are three points in the State where inspection is given, viz, Seattle, Spokane, and Tacoma.

At Seattle two men are employed all the time and from three to seven during the busy part of the year.

Spokane being a strictly local market, only one man is employed there.

Tacoma, three men and a clerk are employed all the time, and in busy seasons ten or twelve men are employed.

Wages paid are about $100 per month for inspectors and $85 for deputies.

During the year from September 1, 1902, to September 1, 1903, the amount of grain inspected was as follows:

Tacoma	cars	12,050
Seattle	do	5,501
Spokane	do	1,377
Total		18,928

Receipts for fees, etc., for the year were	$14,325.60
Expenses during same period were	14,775.15

All grain going through these markets is in sacks, and hence the fees are higher than at other places. Cost of inspection is 75 cents per car.

MINNESOTA.

Minnesota has State inspection, in charge of chief grain inspector, who is appointed by the governor. There are five places in the State where State inspection is given, viz, St. Paul, Minneapolis, Duluth, St. Cloud, and New Prague.

About 125 persons are employed in the weighing and inspecting departments during the busy season; of these about 75 are in the weighing department and 50 act as inspectors. Salaries paid range from $50 per month for clerical service to $125 per month for inspectors.

The expense of the department for 1903 was	$236,355.90
Receipts for weighing and inspecting, 1903	261,381.13
Excess of receipts over expenses	25,025.23

The amount of grain inspected during this period was:

	Carloads.
Inspected in	213,216
Inspected out	58,228
Also inspected out 58,202,807 bushels or	58,203
Total	330,247

The last item of 58,203 cars was grain inspected into boats.

(From State reports and grain inspectors' report.)

CALIFORNIA.

California has no State inspection, but the San Francisco Board of Trade or "Merchants' Exchange" appoints an inspector who makes inspection and issues certificate on request. The chief inspector and

one deputy are employed all the time at San Francisco, and one deputy is stationed at Porto Costa. During the busy months several extra men are put on at a salary of from $3.50 to $4.50 per day. The inspector and deputies get about $100 per month each. The grain is all sacked when inspected. About 30,000,000 bushels of grain are received and shipped from San Francisco.

(Bureau of Statistics.)

ILLINOIS.

Illinois has State inspection under control of railroad and warehouse commission. The principal point of inspection is Chicago.

About sixty persons are employed in the inspection department, at an average wage of about $140 per month each.

Have no official figures of State inspection other than report of inspector, who states that the fees for the past year were $134,142, and the expenses were $113,491.

Report of Bureau of Statistics shows that there is received at Chicago 285,905,000 bushels, or 285,905 cars of grain, and there are shipped 152,960,000 bushels, or 152,960 cars, making a total of cars to be inspected 438,864.

WISCONSIN.

Wisconsin now has State inspection at Milwaukee and West Superior. The chief inspector is appointed by the governor, who also appoints a man from North Dakota and New York. This board was created by a law enacted in 1905, and we have no figures from the work.

Prior to the passage of this law the inspection was done by a man appointed by the board of trade of Milwaukee. He received 25 cents per car and hired his own deputies, paying them about $100 each per month.

MASSACHUSETTS.

The only inspection made in Massachusetts is at Boston and is under control of the Boston Chamber of Commerce, which hires a chief inspector at a salary of $3,000 per annum. He hires deputies and assistants as needed at salaries ranging from $800 to $1,300 per annum. A force of from seven to nine men are employed. The grain received and shipped during the year 1904 was—

	Bushels.
Received	16,226,513
Shipped	7,290,789
Total	23,517,302

PENNSYLVANIA.

The only point of inspection in Pennsylvania is at Philadelphia. At that port in 1904 the amount of grain received and shipped was—

	Bushels.
Received	14,811,731
Shipped	6,401,099
Total	21,212,830

MARYLAND.

Baltimore is the only port at which inspection is made. Have no data.

NEW YORK.

Inspection is given at Buffalo and New York. In both places the inspectors are appointed by the boards of trade or chambers of commerce. In 1904 New York received 61,116,275 bushels of grain. Have no other data.

MAINE.

Portland, Me., is the only port in the State at which inspectors might possibly be required. The Bureau of Statistics report the following amount of grain received and shipped from that port:

	Bushels.
Received	5, 335, 769
Shipped	5, 783, 743
Total	11, 119, 512

From the foregoing incomplete returns it will be seen that 1,027,000 cars of grain were inspected last year; complete reports would bring the amount above 1,500,000 cars of grain inspected annually at the above-mentioned ports. If an inspection fee of 50 cents per car were charged it would produce $750,000 per year, which, according to estimates of the Agricultural Department, allowing inspection at fifty cities in the United States, would be $30,000 more than enough to maintain the service.

The amount of grain and flour and meal exported from the United States for the fiscal year ending June 30, 1907, is shown by the following table prepared by the Bureau of Statistics:

Exports of domestic grain and flour, from leading and all other customs districts of the United States, during the year ending June 30, 1907.

Customs districts from which exported.	Breadstuffs.					
	Barley.		Buckwheat.		Corn.	
	Bushels (48 lbs.).	Dollars.	Bushels (48 lbs.).	Dollars.	Bushels (56 lbs.).	Dollars.
Baltimore	3,855	2,353			19,917,087	10,478,753
Boston and Charlestown	232,911	119,018			4,693,998	2,730,720
Newport News					1,735,557	986,416
New York	850,542	400,922	199,361	128,753	21,760,983	11,889,333
Norfolk and Portsmouth					194,987	122,233
Philadelphia	1,913	1,378			6,368,221	3,257,590
Portland and Falmouth					149,732	83,849
Galveston	2,592	1,529	1	1	5,693,302	2,846,842
Mobile					2,397,970	1,389,674
New Orleans	12,600	5,670			8,236,918	4,163,295
Sabine					171,428	83,401
Puget Sound	3,117	1,766	16	33	71,642	44,996
San Francisco	6,598,342	3,695,325			6,723	5,596
Chicago					5,042,748	2,689,127
Detroit					3,907,730	2,027,065
Duluth					300	180
Huron	1,800	990			1,615,000	790,110
Superior	248,812	121,009			427,674	177,218
All other	282,858	206,335	51	50	908,758	495,418
Total	8,238,842	4,556,295	199,429	128,837	83,300,708	44,261,816

Exports of domestic grain and flour, etc.—Continued.

Customs districts from which exported.	Breadstuffs—Continued.					
	Corn meal.		Oats.		Oatmeal.	
	Bushels (32 lbs.).	Dollars.	Barrels (196 lbs.).	Dollars.	Pounds.	Dollars.
Baltimore	206,157	605,931	336,329	126,996	9,456,051	283,232
Boston and Charlestown	9,320	26,477	91,212	37,996	329,620	7,879
Newport News	61,624	186,481	528,500	212,150		
New York	182,017	501,328	1,081,216	414,348	13,166,818	426,969
Norfolk and Portsmouth						
Philadelphia	273,684	903,708	79,465	35,000	18,931,149	379,670
Portland and Falmouth					47,300	1,183
Galveston	1,266	3,504	88,800	38,976	1,179	60
Mobile	4,617	12,171	142,467	62,834		
New Orleans	1,890	5,060	602,645	262,234	494,531	10,652
Sabine	1	3				
Puget Sound	1,181	3,862	629,411	290,057	10,623	402
San Francisco			153	85		
Chicago			161,700	55,787		
Detroit	11,996	27,279	6,331	2,967		
Duluth	292	730	135,000	67,150		
Huron	363	1,009	10,209	4,284	40,000	843
Superior	329	632				
All other	12,113	35,235	120,604	60,017	223,986	11,272
Total	766,880	2,313,410	4,014,042	1,670,881	42,701,257	1,122,162

Customs districts from which exported.	Breadstuffs—Continued.							
	Rye.		Rye flour.		Wheat.		Wheat flour.	
	Bushels (56 lbs.).	Dollars.	Barrels (196 lbs.).	Dollars.	Bushels (60 lbs.).	Dollars.	Barrels (196 lbs.).	Dollars.
Baltimore	42,803	30,606			5,026,578	3,825,501	1,731,923	7,684,074
Boston and Charlestown					2,622,505	2,166,985	894,286	3,900,370
Newport News	13,842	2,997			943,359	745,506	819,184	3,238,559
New York	601,575	460,628	1,377	4,569	18,679,225	15,378,025	2,995,758	13,004,637
Norfolk and Portsmouth							310,352	1,741,619
Philadelphia					8,391,450	6,877,546	2,174,850	8,571,746
Portland and Falmouth					1,189,815	1,048,078	53,775	251,558
Galveston					14,172,021	10,904,415	361,820	1,364,440
Mobile					862	720	381,571	1,417,261
New Orleans					5,496,935	4,263,210	618,069	2,543,564
Sabine					934,559	764,751		
Puget Sound	38	37	153	706	6,012,732	4,291,528	3,182,614	10,669,015
San Francisco					413,329	309,914	393,220	1,561,563
Willamette					7,198,844	5,195,536	1,239,704	4,573,359
Chicago					125,628	89,068	96,821	346,976
Detroit	34,950	23,682					41,603	168,261
Duluth	50,000	33,736			1,940,582	1,584,310	19,700	78,800
Huron							50,629	207,525
Superior	5,837	4,086			1,679,625	1,282,027	125,504	518,377
All other	410	244	1,847	5,604	1,741,374	1,487,269	93,284	333,693
Total	749,455	562,016	3,377	10,879	76,569,423	60,214,388	15,584,667	62,175,397

RECAPITULATION.

	Grain.	Value.	Flour and meal.	Value.
	Bushels.		*Barrels.*	
Barley	8,238,842	$4,556,295		
Buckwheat	199,429	128,837		
Corn	83,300,708	44,261,816		
Oats	4,014,042	1,670,881		
Rye	749,455	562,016		
Wheat	76,569,423	60,214,388		
Corn meal (196 pounds)			766,880	$2,213,440
Oatmeal (100 pounds)			427,012	1,122,162
Rye flour (196 pounds)			3,337	10,879
Wheat flour (196 pounds)			15,584,667	62,175,397
Total	173,071,901	111,394,233	16,771,896	65,521,878

Inspection would probably be needed at the following grain markets in the United States: St. Louis, Kansas City, St. Joseph, New Orleans, Seattle, Tacoma, St. Paul, Minneapolis, Duluth, San Francisco, Chicago, Milwaukee, West Superior, Boston, Philadelphia, Baltimore, New York, Buffalo, Cincinnati, and Cleveland.

To have a competent corps of inspectors at each market would require a force of from 200 to 400 persons, including laborers and clerical assistants. These would require salaries ranging from $500 to $3,500 per annum. At an average of $1,200 per year per employee, the service would cost from $250,000 to $450,000. The present charge for inspection is from 50 to 75 cents per car, or thousand bushels. About 1,500,000 cars are inspected annually, and if the present minimum fee were charged the receipts would be in the neighborhood of $750,000 a year. It can be readily seen, therefore, that the system if established would be self-supporting.

Experiments carried on by the Department of Agriculture with corn show that by a chemical process grading can be made absolutely the same at any place. The general rules of nearly all markets provide that in the grading of flaxseed the grading shall be carefully done according to rule. Several samples are taken from different parts of a car, all mixed together, sifted, and cleaned, and the result is generally satisfactory. This is made necessary largely because of the demand of the purchasers of flaxseed to know the quality of the grain before purchasing.

If the grain, when it becomes an article of interstate commerce, is graded by the Department, the grading would be the same in all parts of the United States, and California No. 1 milling would be graded the same in San Francisco as in New York. The certificate of grading given on loading would indicate the exact character of the grain, and these certificates would have the confidence of both foreign and domestic buyers.

The various boards of trade inspectors and the State inspection boards have adopted rules for the grading and inspection of grain. These rules to a great extent are practically the same. Following are the Minnesota grades as adopted by the Minnesota board of grain appeals, which could be used by the Department of Agriculture without any great modification if the inspection were to be made under the supervision of that Department.

MINNESOTA GRADES.

No. 1 hard spring wheat.—No. 1 hard spring wheat must be sound, bright and well cleaned, and must be composed mostly of Hard Scotch Fife and weigh not less than 58 pounds to the measured bushel.

No. 1 northern spring wheat.—No. 1 northern spring wheat must be sound and well cleaned; it may be composed of the hard and soft varieties of spring wheat, but must contain a larger proportion of the hard varieties and weigh not less than 57 pounds to the measured bushel.

No. 2 northern spring wheat.—No. 2 northern spring wheat must be sound and reasonably clean. This grade to include all wheat not suitable for the higher grades on account of smut, barley, or too much king heads, cockle, and oats, or any other defects, and to weigh not less than 56 pounds to the measured bushel.

No. 3 spring wheat.—No. 3 spring wheat shall comprise all inferior, shrunken spring wheat, weighing not less than 54 pounds to the measured bushel.

NOTE.—Hard, flinty wheat, of good color, containing no appreciable admixture of soft wheat, may be admitted into the grade of No. 2 northern spring and No. 3 spring wheat, provided the test weight of the same is not more than 1 pound less than the minimum test weight required by the existing rules for

said grades; and provided further that such wheat is in all other respects qualified for admission into such grades.

Rejected spring wheat.—Rejected spring wheat shall include all spring wheat grown badly bleached or for any other cause unfit for No. 3 wheat.

NOTE.—Wheat containing admixture of "rice" or "goose" wheat will in no case grade better than rejected.

No-grade wheat.—All spring wheat that is in a heating condition, too musty, or too damp to be safe for warehousing, or that is badly bin burnt, badly damaged, exceedingly dirty, or otherwise unfit for storage shall be classed as no grade, with inspector's notation as to quality and condition.

NOTE.—The amount of dirt in all wheat shall be determined by the inspectors.

WESTERN WHITE AND RED WHEAT.

No. 1 western white.—No. 1 western white shall be sound, well cleaned, plump, and composed of the western varieties of white wheat.

No. 2 western white.—No. 2 western white shall be sound, reasonably clean, and composed of western varieties of white wheat.

No. 3 western white.—No. 3 western white shall compose all western white wheat fit for warehousing, weighing not less than 54 pounds to the measured bushel and not sound enough or otherwise unfit for the higher grades.

Rejected western white.—Rejected western white shall comprise all western white wheat fit for warehousing but unfit for higher grades.

NOTE.—Western red wheat shall correspond in all respects with the grades of Nos. 1, 2, 3, and rejected western white wheat, and shall be called western red wheat.

WINTER WHEAT.

No. 1 white winter.—No. 1 white winter shall be sound, well cleaned, reasonably plump, and composed of the white varieties.

No. 2 white winter.—No. 2 white winter to be sound, reasonably clean, and composed of the white varieties.

No. 1 red winter.—No. 1 red winter to be sound, well cleaned, reasonably plump, and composed of the red varieties.

No 2 red winter.—No. 2 red winter to be sound, reasonably cleaned, and composed of the red varieties.

No. 1 winter.—No. 1 winter to be sound and well cleaned, reasonably plump, and composed of the mixed white and red winter.

No. 2 winter.—No. 2 winter to be sound, reasonably clean, and composed of the mixed white and red winter.

No. 3 winter.—No. 3 winter shall comprise all winter wheat fit for warehousing, weighing not less than 54 pounds to the measured bushel, not sound enough or otherwise unfit for No. 2 of the other grades.

Rejected winter.—Rejected winter fit for warehousing but otherwise unfit for No. 3.

MACARONI WHEAT.

No. 1 macaroni.—No. 1 macorni shall be bright, sound, and well cleaned, and be composed of rice or goose wheat.

No. 2 macaroni.—No. 2 macaroni shall include wheat that is bleached and shrunken.

Rejected macaroni.—Shall include all wheat badly bleached or smutty, or for any other cause unfit for No. 2.

MIXED WHEAT.

In case of admixture of winter or western white and red wheat with Minnesota grades of northern spring wheat, or with each other, it shall be graded according to the quality thereof and classed as Nos. 1, 2, and 3, etc., mixed wheat, with inspector's notation describing its character.

NO-GRADE WHEAT.

No-grade wheat.—All western, winter and mixed wheat that is in a heating condition, too musty, or too damp to be safe for warehousing, or that is badly bin-burnt, badly damaged, exceedingly dirty, or otherwise unfit for store, shall be classed no-grade, with inspector's notation as to quality and condition.

CORN.

No. 1 yellow corn.—No. 1 yellow corn shall be sound, yellow, dry, plump, and well cleaned.

No. 2 yellow corn.—No. 2 yellow corn shall be three-fourths yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3 yellow corn.—No. 3 yellow corn shall be three-fourths yellow, reasonably dry, reasonably clean, but not sufficiently sound for No. 2.

No. 1 white corn.—No. 1 white corn shall be sound, dry, plump, and well cleaned.

No. 2 white corn.—No. 2 white corn shall be seven-eights white, dry, and reasonably clean, but not plump enough for No. 1.

No. 3 white corn.—No. 3 white corn shall be seven-eighths white, reasonably dry, and reasonably clean, but not sufficiently sound for No. 2.

No. 1 corn.—No. 1 corn shall be mixed corn of choice quality, sound, dry, and well cleaned.

No. 2 corn.—No. 2 corn shall be mixed corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 corn.—No. 3 corn shall be mixed corn, reasonably dry, and reasonably clean, but not sufficiently sound for No. 2.

No. 4 corn.—No. 4 corn shall include all corn not wet and not in heating condition that is unfit for grade No. 3.

No-grade corn.—All corn that is in a heating condition, too musty or too damp to be safe for warehousing, or that is badly damaged, exceedingly dirty, shall be classed as no-grade.

OATS.

No. 1 white oats.—No. 1 white oats shall be white, sound, clean, and free from other grain.

No. 2 white oats.—No. 2 white oats shall be seven-eighths white, sweet, reasonably clean and reasonably free from other grain.

No. 3 white oats.—No. 3 white oats shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 4 white oats.—No. 4 white oats shall be seven-eighths white but not sufficiently sound and clean for No. 3.

No. 1 oats.—No. 1 oats shall be mixed oats, sound, clean, and reasonably free from other grain.

No. 2 oats.—No. 2 oats shall be sweet, reasonably clean, and reasonably free from other grain.

No. 3 oats.—No. 3 oats shall be all oats that are merchantable and warehouseable, reasonably clean, not fit for higher grades.

No-grade oats.—All oats that are in a heating condition, too musty or too damp to be safe for warehousing, or that are badly damaged, exceedingly dirty, shall be classed as no-grade.

RYE.

No. 1 rye.—No. 1 rye shall be sound, plump, and well cleaned.

No. 2 rye.—No. 2 rye shall be sound, reasonably clean, and reasonably free from other grain.

No. 3 rye.—All rye slightly damaged, slightly musty, or from any other cause unfit for No. 2, shall be graded as No. 3.

No-grade rye.—All rye that is in a heating condition, too musty or too damp to be safe for warehousing, or that is badly damaged, exceedingly dirty, shall be classed as no-grade.

BARLEY.

No. 1 barley.—No. 1 barley shall be plump, bright, clean, and free from other grain.

No. 2 barley.—No. 2 barley shall be sound, of healthy color, not plump enough for No. 1, reasonably clean, and reasonably free from other grain.

No. 3 barley.—No. 3 barley shall include all slightly shrunken and otherwise slightly damaged barley, not good enough for No. 2.

No. 4 barley.—No. 4 barley shall include all barley fit for malting purposes, not good enough for No. 3.

No. 5 barley.—No. 5 barley shall include all barley which is badly damaged or for any cause unfit for malting purposes, except that barley which has been chemically treated shall not be graded at all.

Chevalier barley.—Nos. 1, 2, and 3 chevalier barley shall conform in all respects to the grades of Nos. 1, 2, and 3 barley, except that they shall be of a chevalier variety, grown in Montana, Oregon, and on the Pacific coast.

No-grade barley.—All barley that is in a heating condition, too musty or too damp to be safe for warehousing, or that is badly damaged, exceedingly dirty, shall be classed as no-grade barley.

FLAXSEED.

All flaxseed inspected shall be classed according to quality and conditions, as follows:

No. 1 northwestern flaxseed.—Flaxseed to grade No. 1 northwestern shall be mature, sound, dry, and sweet. It shall be northern grown. The maximum quantity of field, stack, storage, or other damaged seed intermixed shall not exceed 12½ per cent. The minimum weight shall be 51 pounds to the measured bushel of commercially pure seed.

No. 1 flaxseed.—No. 1 flaxseed shall be northern grown, sound, dry, and free from mustiness, and carrying not more than 25 per cent of immature or field, stack, storage, or other damaged flaxseed, and weighing not less than 50 pounds to the measured bushel of commercially pure seed.

Rejected flaxseed.—Flaxseed that is bin-burnt, immature, field damaged, or musty, and yet not to a degree to be unfit for storage, and having a test weight of not less than 47 pounds to the measured bushel of commercially pure seed, shall be rejected.

No-grade flaxseed.—Flaxseed that is damp, warm, moldy, very musty, or otherwise unfit for storage, or having a weight of less than 47 pounds to the measured bushel of commercially pure seed, shall be no-grade.

NOTE.—No grain shall in any case be graded above that of the poorest quality found in that lot when it bears evidence of being plugged or doctored.

The following are abbreviations to be used by inspectors in designating the grades:

H., hard; O., northern; Wn. W., western white; Wn. R., western red; W., winter; W. Wt., white winter; R. Wt., red winter; Mx., mixed; Y. Corn, yellow corn; W. Corn., white corn; Rj., rejected; N. G., no grades; Mac., macaroni.

Statement made by Senator McCumber before the Committee on Agriculture and Forestry January 25, 1906.

GOVERNMENT GRAIN INSPECTION AND GRADING.

INJUSTICE OF PRESENT SYSTEM.

1. Grades and inspections are made by inspectors who owe their positions to the influence of the large elevator companies and their allegiance to the parties responsible for their appointments.

2. The chief inspector appoints all deputy inspectors. If an appeal is taken from the act of the deputy for improper grading or for any other cause, such appeal is decided by the chief inspector. The chief inspector, who is responsible for the efficiency of his deputy, can not very often overrule him without subjecting himself to criticism for his deputies.

3. The great terminal elevator companies have lines of elevators along every railroad through the States. They arbitrarily instruct their buyers to what grade the grain is entitled to. They, of course, protect themselves against possibility of loss.

4. Every year when the crop begins to move the graders at the terminals have adopted a rule that all questions of doubt shall be resolved against the producers. The result of that is that about two-thirds of the crop of the farmer has been purchased at a grade lower

than that to which it is entitled. As the season advances the grade is raised. This, of course, raises all of the grades in store and held by the elevators and which were purchased at a lower grade. All questions of doubt in grading are resolved against the producer.

5. The report of the State grain and warehouse commission of Minnesota, for instance, every year shows that the number of bushels of the higher grades taken in is only a small percentage of the higher grades shipped out from the terminal elevators, and that the lower grades received are many times over the lower grades shipped out, thus defrauding the producers of many millions of dollars every year.

6. In addition to this, we have our mixing elevators at the terminals. They will mix 1,000,000 bushels of No. 1 northern with 3,000,000 or 4,000,000 bushels of No. 2 or No. 3 northern and have the same reinspected and graded all as No. 1 northern. This grain is shipped then, say, to Liverpool. The foreign purchaser receives the bill of lading, accompanied by the certificate of the grain inspector, showing the grain to be No. 1 northern. He gives it a chemical analysis, compares it with Canadian No. 1 northern, and finds that the American No. 1 northern is far below the same grade of Canadian wheat. This discredits all of our honest grades of wheat in the foreign market, and the only person who reaps a benefit is the mixer.

7. The producer of grain, the farmer, has no voice whatever in determining, directly or indirectly, the personnel of the force which passes upon the grade and quality of every bushel of grain he sells, while the purchaser of the grain controls absolutely the personnel of graders and inspectors. This injustice must be apparent. They have no means of securing any redress in case of combination, corruption, or inefficiency of the inspectors and graders.

8. It often happens, as I am creditably informed, that for the purpose of breaking corners in the gambling deals of the wheat pit millions of bushels of grain are given false certificates to meet a shortage. In the end the producer pays for the losses resulting from false inspection or certification losses. At present every grain market has its own system of grading and inspection and no two systems are exactly the same. The result is that the same kind and quality of grain, shipped from the same field, entering markets of different States, is graded differently and named differently, creating confusion and general loss to the producer.

9. Under the present system of inspection all carloads of grain arriving at the terminals are docked a certain number of pounds per bushel to cover dirt, undeveloped kernels, or any foreign matter in the grain. As all this can be removed, and is removed in the elevators, it should not affect the grading. It is, however, often excessive, and while the farmer pays the freight on it and gets nothing for it the purchaser sells it often for a very good price.

HOW NATIONAL INSPECTION AND GRADING WILL REMEDY PRESENT INJUSTICE.

1. Under national inspection all inspectors will be free from political influence. They will owe no allegiance to buyer or shipper. Their decision will be free from bias. Their grading will be under rules and regulations adopted by the Agricultural Department. They will have as a guide all of the experimentation and accumu-

lated knowledge of the Department, acquired by years of study and investigation and laboratory work on grains.

2. Proper provision will be made for reinspection in case of complaint, in place of the present system of appealing from the deputy to the principal, whose interest demands that he shall sustain his deputy, generally.

3. Owners of elevator lines could not instruct their buyers under a national system not to give above a certain grade. The difference would be immediately apparent as soon as the same grain was inspected at the terminals. And they could not long do business under such instruction when it became publicly known that the local grades were below the terminal grades.

4. There would be no inducement by the national inspectors to resolve every doubt in favor of the purchaser and against the producer whereby such purchaser, as is now the case, would secure one-half to two-thirds of the crop at a grade lower than that to which it was entitled.

5. Under national inspection it would be impossible to ship out three times as many bushels of the higher grades as are taken in the terminal elevators. Under the present system the buyer, by controlling the personnel of the board of inspectors, practically determines what grade he will buy in at and what grade he will sell out at. The Department inspectors would apply the same test on grain received as shipped out.

6. If the shipper mixed his grades such mixture would have to be again inspected and graded by the Department, and such grain could not be sold in the market under a false certificate. This would give confidence in our American standards and facilitate our export business in wheat, corn, and flax the same way that our meat inspection has facilitated commerce in meat.

7. The producer of North Dakota or South Dakota, for instance, has not the slightest voice in determining the personnel of the political inspectors of his grain in Minneapolis, Duluth, Superior, or Chicago, where he must sell it, nor can his voice be heard as to the proper system of inspection or grading. Under national inspection he can be heard. Through his representation he is brought in touch with the Department, which must listen to his complaint or suggestions, and if well founded will seek to apply a proper remedy. In addition to this an inspector, if found incompetent, may be discharged or removed to another section of the country where he might be competent.

8. Under national inspection it would be almost impossible to secure false certificates as to grades to assist in gambling deals on the board of trade.

9. Dockage should have nothing to do with grades. A sufficient amount is deducted by the buyer to cover not only the amount of poor wheat and any dirt or foul stuff, but also to cover expense of cleaning. While this dockage is a total loss to the producer and worse than a loss, because he is compelled to pay freight on it, it is a gain to the purchaser, for while the purchaser pays nothing for it he sells it to be ground into cattle feed or grinds it himself and sells it to good advantage.

FEASIBILITY OF NATIONAL INSPECTION.

1. The change from State and board of trade inspection now in vogue to national inspection and grading would be most simple. The Department could overnight take the present force of inspectors and make them national inspectors. It could then work off the incompetent as occasion required. These inspectors would be new men only in being free from political influence or personal fealty.

2. In as much as national inspection and grading would cover only grains raised in one State and shipped into another, or grains shipped from one State to a foreign market, and would not include grains raised in a State to be used wholly therein, the present number of inspectors could be greatly reduced.

3. There would be no difficulty in fixing grades. The Department would naturally accept all present commercial grades and would, of course, modify them only as experience demanded. The modification, therefore, would be made without the slightest injury to commercial contracts or interest.

4. The bill makes provision for sales by samples and without the use of grades where such may be the custom or where any purchaser desires to so purchase. But of course all exports should be graded.

5. The present charges for grading and inspection range from 50 cents to 75 cents per car. At 50 cents per car there would be raised far more than sufficient to cover the expense of Government inspection and grading. My own belief is that it could be reduced to about 25 or 35 cents per car.

6. There are about eight species of wheat raised in the United States, each with its own name and each graded by numbers. The bill provides that such grades and species should be recognized in the beginning and should be modified only as experience should demand.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 117.

REPRESENTATION OF UNITED STATES AT FIRST PAN-AMERICAN SCIENTIFIC CONGRESS, SANTIAGO, CHILE, DECEMBER, 1908.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

A REPORT OF THE SECRETARY OF STATE IN REGARD TO THE REPRESENTATION OF THE GOVERNMENT OF THE UNITED STATES IN THE FIRST PAN-AMERICAN SCIENTIFIC CONGRESS TO BE HELD AT SANTIAGO, CHILE, THE FIRST TEN DAYS OF DECEMBER, 1908.

DECEMBER 21, 1907.—Read; referred to the Committee on Foreign Relations and ordered to be printed.

To the Senate and House of Representatives:

I transmit herewith for the consideration of the respective Houses of the Congress a report of the Secretary of State representing the appropriateness of early action in order that in response to the invitation of the Government of Chile the Government of the United States may be enabled fittingly to be represented at the First Pan-American Scientific Congress, to be held at Santiago, Chile, the first ten days of December, 1908.

The recommendations of this report have my hearty approval, and I hope that the Congress will see fit to make timely provision to enable the Government to respond appropriately to the invitation of the Government of Chile in the sending of delegates to a Congress which can not fail to be of great interest and importance to the governments and peoples of all the American Republics.

THEODORE ROOSEVELT.

THE WHITE HOUSE,
December 21, 1907.

The PRESIDENT:

The Government of Chile has invited the Government of the United States to join in and to be represented by delegates at the

Pan-American Scientific Congress, which is to assemble under its auspices at the capital city of Santiago during the ten days beginning December 1, 1908. The work of the congress will comprehend nine sections, devoted, respectively, to pure and applied mathematics, physical sciences, natural sciences, engineering, medicine and hygiene, anthropology, jurisprudence and sociology, pedagogics, and agriculture and animal industry.

Latin-American Scientific Congresses were held in 1898 at Buenos Aires, in 1901 at Montevideo, and in 1905 at Rio de Janeiro. Growing out of these previous conferences the congress of 1908 will be for the first time Pan-American. It will study and discuss many great subjects in which all the American Republics have in common special interests; and its aim is to bring together the best scientific thought of this hemisphere for the scrutiny of many distinctively American problems and for an interchange of experience and of views which should be of great value to all the nations concerned.

It is therefore eminently appropriate that the United States should be adequately represented at this important First Pan-American Scientific Congress and should embrace this opportunity for cooperation in scientific research with the representatives of the other American Republics. It is worthy of consideration that, in addition to the purely scientific interests to be subserved by such a congress and in addition to the advantages arising from an interchange of thought and the intercourse of the scientific men of the American countries and the good understanding and friendly relations which will be promoted, there are many specific relations arising from the very close intercourse between the United States and many Latin-American countries, incident to our expanding trade, our extending investments, and the construction of the Panama Canal, which make a common understanding and free exchange of opinion upon scientific subjects of great practical importance.

To make our representation possible I have the honor to recommend that the Congress be asked to appropriate the sum of $35,000, or so much thereof as may be necessary, to enable the United States to send a number of delegates corresponding to the number of sections into which the congress is to be divided, together with a secretary and disbursing officer, and to pay other necessary expenses.

Inasmuch as it is desired that all communications or scientific works to be presented to the congress be received before September 30, it is much to be hoped that provision for the participation of this Government may be made at an early date and that the appropriation be made immediately available.

Respectfully submitted.

ELIHU ROOT.

DEPARTMENT OF STATE,
Washington, December 19, 1907.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 143.

APPEAL IN BEHALF OF PROPOSED UNIVERSITY OF UNITED STATES.

Mr. FRYE presented the following

APPEAL OF MEMBERS OF THE EXECUTIVE COUNCIL OF THE NATIONAL UNIVERSITY COMMITTEE OF FOUR HUNDRED, IN BEHALF OF THE PROPOSED UNIVERSITY OF THE UNITED STATES.

JANUARY 7, 1908.—Ordered to be printed.

WASHINGTON, D. C., *December 19, 1907.*

To the honorable the Senate of the United States:

The members in general of your honorable body will not need to be more than reminded of the several important steps taken by it during the past seventeen years toward the establishment of a graduate national university in the District of Columbia—the university oft-times proposed, provisionally located, and partially endowed by the Father of his Country, also favored and recommended by ten of his successors in the Presidential chair, and earnestly advocated by numerous other statesmen of highest rank, as well as by a multitude of the country's distinguished scholars, men of science, and practical educators most competent to judge of the country's educational needs. They will readily recall the introduction, by Senator George F. Edmunds, in 1890, of a bill to establish the University of the United States, and its reference to a special committee, afterwards made one of the standing committees of the Senate; the printing of 5,000 copies of a "Memorial in regard to a National University," in 1892, and the several affirmative reports of the Senate's committee, submitted in 1893, 1894, 1896, and 1902, by Chairmen Proctor, Hunton, Kyle, and Deboe, respectively, and embracing, besides the arguments of the committee itself, and hearings before it by many of the most competent authorities in the country, no less than 700 letters of approval from other distinguished statesmen, jurists, officers of the Army and Navy, and 250 college and university presidents—all of them warmly indorsing the measure.

But the recent installation of a number of Senators and the lapse of five years without action by either the Senate or its committee, together with the prolonged absorption of Senators in matters of pressing importance, will justify a fresh calling of the Senate's attention to the subject, with a concise restatement of the case, and the appeal now respectfully submitted, in the name of the National University

Committee of Four Hundred, by the undersigned members of its executive council, with the request that it may be printed and have any reference deemed appropriate.

In a study of American education four things are especially noteworthy, namely:

1. While, at the beginning, and for a considerable period afterwards, the whole field of education was mainly in possession of the ecclesiastical organizations of the country, there sprang up at length a conviction, which has since steadily deepened, that the State and National Governments, dependent as they are for their security on the highest intelligence of the people, have educational obligations most solemn and important. Indeed, so deep and moving has been this conviction that to-day not only is there no commonwealth of the American Union without its public-school system of such scope and efficiency as to qualify students for the collegiate studies, but in the States generally, though not in every one, there are yet higher institutions, known as universities, established by authority of the State, and with endowments from the General Government in all cases where the public lands therein were still owned by the United States at the date of their founding.

2. Notwithstanding all this intelligent interest in educational agencies—elementary, secondary, and superior—no institution in the United States or in the Western Hemisphere has yet so entirely passed the collegiate rank as to constitute a university in the highest sense; that is, an institution exclusively devoted to graduate work. The foremost of them can boast of little more than beginnings of it in some of their departments.

3. Even if there were an exclusively graduate university elsewhere in the country, or several of them, there are certain offices, many and important, as well as national in both name and character, that would especially attach to a university at Washington, established by the Government and with national ends in view—such, indeed, as could be fulfilled by none other.

4. The chief advocacy of a true university for the country at large has been in connection with propositions to establish at Washington a graduate national university of the highest possible rank for all the States; we might even say for all the American republics, their representatives in Congress assembled (at Philadelphia, in 1891) having already given the proposition their unanimous approval.

That an actual beginning of such an institution was not made long ago is one of the strangest facts in our national history. For, as every one familiar with what has been done and attempted in American education well knows, it came very near being provided for in the Constitution itself, George Washington, Charles Pinckney, Benjamin Franklin, James Madison, and others of the most illustrious framers urging its inclusion therein as a means of making it sure, and yielding only when exclusive jurisdiction over the District of Columbia had been conceded to Congress, which body it was believed would be wise enough to take such action in the matter as would early realize the desires and expectations of the founders of the Republic.

Hence the earnest efforts to secure action by Congress so often made by the farsighted Washington, who not only in his messages repeatedly urged it upon the Congress, but also by means of many letters to John

Adams, Edmond Randolph, James Madison, Thomas Jefferson, Governor Brooke, Alexander Hamilton, the Commissioners of the District of Columbia, and others, as well as in his farewell address, kept the subject before the statesmen of his time, and finally went so far as to select a site for the institution and to remember it in his last will and testament with a bequest of $25,000 in stocks of the Potomac Company, which at that time were in high favor.

Hence the timely efforts of Gustavus Scott, William Thornton, and Alexander White, Commissioners under the act to establish the temporary and permanent seat of the Government, who ably supported President Washington's recommendations by a memorial to Congress in in 1796.

Hence the support of the proposition by ten of Washington's successors in the Presidential office, six of them in unbroken line and four within our own time, namely, John Adams, Thomas Jefferson, James Madison, James Monroe, John Quincy Adams, Andrew Jackson, Ulysses S. Grant, Rutherford B. Hayes, James A. Garfield, and Benjamin Harrison, all of whom placed a very high estimate upon the service that such a university would render to the country in many ways, especially by bringing multitudes of the ambitious young men of all the States into friendly association at a common center and for a common object—President Madison so high an estimate that, like Washington, he strongly urged it upon Congress three times; while Presidents Grant, Hayes, Garfield, and Harrison even thought, as other statesmen have, that if the high purpose of Washington had been duly and early fulfilled there would have been no civil war.

Hence the interest felt by such eminent justices of the Supreme Court of the United States as John Hay, John Rutledge, John Marshall, Joseph Story, John McLean, David Davis, and Salmon P. Chase—felt, it may be said, by the chief justices generally, from the very beginning to the coming of our patriotic present head of the Supreme Court, who for so many years has stood fast for the measure and is pleased to still hold his place at the head of the executive council of the National University Committee of Four Hundred.

Hence the deep interest in the university proposition shown by the most eminent of cabinet officers along the whole line of Presidential Administrations—such heads of Departments as Edmund Randolph, Timothy Pickering, Albert Gallatin, Daniel Webster, Henry Clay, William M. Evarts, William H. Seward, George S. Boutwell, John Sherman, Alexander W. Randall, Carl Schurz, William F. Vilas, William E. Chandler, Timothy O. Howe, L. Q. C. Lamar, Augustus H. Garland, Redfield Proctor, Oscar S. Strauss, and others.

Hence the concurrence of such distinguished heads of the United States Army and Navy as Gen. Ulysses S. Grant, Gen. William Tecumseh Sherman, Lieut. Gen. Philip H. Sheridan, and yet others.

Hence the support of the proposition by such other of our most distinguished public men as Senator George Logan, of Pennsylvania, who, while United States Senator, introduced the first national university bill, and in due time reported it without amendment; as Samuel Blodgett, author of the first American work on political economy, who, while a member of the House of Representatives, reported to that body, in 1806, no less than 18,000 subscriptions toward the university, with $30,000 paid in as a beginning of endowments, to become available when Congress should grant the charter; as

Samuel Mitchell, of New York, who, as chairman of the House committee on the President's message, reported in favor of the university, in 1810; as the scholarly Richard Henry Wilde, of Georgia, who, in reporting affirmatively on President Madison's third recommendation, at the same time offered a bill to establish the university; as the able Charles W. Atherton, of New Hampshire, who offered and saw adopted the House resolution declaring the constitutionality of a national university, and as Mark L. Hill, of Massachusetts, who ably supported the recommendation of President Monroe.

Hence the support given to the measure, in the form of resolutions by the entire Congress, in 1820, 1823, 1825, and 1832.

Hence the support accorded by such eminent legislators of a later day as Senators Sumner, Patterson, Ingalls, Garland, Carpenter, Davis, Hoar, and the great body of Senators of the more recent past, whenever the question of the proposed university has come before them.

Hence the unanimous report of the House committee on Education, in 1873.

Hence the support accorded by many of the most distinguished of our diplomats, beginning with Joel Barlow, minister to France, who drafted the first national university bill, and concluding with Gen. Horace Porter, late ambassador to France; John A. Kasson, once minister to Austria-Hungary and then to Germany; Oscar S. Straus, late minister to Turkey, and David J. Hill, minister to Belgium.

Hence the advocacy of the university measure throughout the whole period of our history as a nation by the foremost of our men of science and learning—such men as Benjamin Franklin, Benjamin Rush, Josiah Meigs, Edward Cutbush, Thomas Sewall, Thomas Law, Alexander Williams, Horace Holley, Charles Caldwell, Alexander Dallas Bache, Benjamin Apthorp Gould, Louis Agassiz, Joseph Henry, James Hall, Benjamin Pierce, O. M. Mitchell, Arnold W. Guyot, Edward Everett, Amos Dean, James Dwight Dana, Theodore D. Woolsey, Spencer F. Baird, Hooper C. Van Voorst, Henry H. von Holst, Samuel P. Langley, John F. Norton, Daniel C. Gilman, Alexander Graham Bell, and others too numerous to mention in this connection.

Hence the concurrence of nearly all the most distinguished of American ecclesiastics who were ever approached on the subject, among them Bishops Alonzo Potter, Henry C. Potter, Ethelbert Talbot, Henry Y. Satterlee, William Paret, Thomas March Clark, Thomas Underwood Dudley, and Thomas F. Starkey, of the Protestant Episcopal Church; Bishops John P. Newman, Charles C. McCabe, David H. Moore, William F. McDowell, and Earl Cranston, of the Methodist Episcopal Church; James McCosh, Francis Lindley Patton, Thomas De Witt Talmage, and Robert S. Booth, of the Presbyterian Church; Henry Ward Beecher, Congregationalist; James Dana Boardman, of the Baptist Church, and Edward Everett Hale, Unitarian, and present chaplain of the United States Senate—even such as have been deeply concerned in the establishment and maintenance of institutions of learning in the interest of their respective denominations; seeing, as they have, that a graduate national university at Washington would fulfill important offices that could be fulfilled by none other.

Hence the support not only of the State university presidents, as would naturally be expected, but also of the eminent heads of the more important independent universities, both old and new; for example, Presidents Thomas Hill, of Harvard; Theodore D. Woolsey, of Yale; Francis Wayland and E. Benjamin Andrews, of Brown; James McCosh and Francis L. Patton, of Princeton; F. A. P. Barnard and Seth Low, of Columbia; William Pepper, of the University of Pennsylvania; Horace Holley, of Transylvania; P. B. Barringer, of the University of Virginia; James C. Welling, of the Columbian; J. G. Schurman, of Cornell; Daniel C. Gilman, of Johns Hopkins; David Starr Jordan, of Leland Stanford; William R. Harper, of the University of Chicago; and Edward B. Craighead, of Tulane—in a word, the presidents generally, even to the number of 250.

Hence the highly important advocacy of the national university measure by the State superintendents of public instruction and the United States Commissioners of Education, every one, and by the National Education Association—the most important educational organization in the world, numbering its members by the thousand; which body, during the past forty years, has repeatedly, with unanimity and emphasis, declared its recognition of this high demand by resolutions and by the formation, many years ago, of a committee of promotion.

Hence, coming now to what we think of as present time, the unanimous action of the United States Senate in forming a select committee of that body, in 1890, to receive and report upon a bill for a national university, offered by Senator George F. Edmunds, of Vermont—a committee significantly entitled "The committee to establish the university of the United States," afterwards made a standing committee, submitting decided reports in '93, '94, '96, and 1902.

Hence the unanimous action of the Pan-Republic Congress, in 1891, in adopting a resolution in favor of the establishment at Washington of a graduate university of highest rank in the common interest of all the American Republics.

Hence, to conclude this recital, the remarkable facts that nearly every one of the Presidents of the United States and the greatest of other Americans in every walk of life and in every period of our national history who have touched the subject in any way have, with almost no exception, declared for the university, and that no American of acknowledged greatness, from the days of Washington until this present, has raised his voice against the proposition—not one. The truth is, no valid objection to such a university as Washington proposed has ever been made or is possible.

Accordingly, we are constrained to ask, What has been the matter?

WHY THIS DELAY OF AN HUNDRED AND NINETEEN YEARS?

There has been nothing like it in American history or in any other.

The delay has not been due, as we have seen, to serious convictions that nothing more in the way of university education is needed, as a little circle of ambitious heads of institutions have insisted, although the wrong thus done to higher education has been very great.

The delay has not been because of any serious doubt of the Congressional right to establish such a university. There never was any

room for a real question of this sort, and it has finally ceased to be urged.

The delay has not been because of too large demands by friends of the measure, for we are asking of the Government nothing in the way of material aid other than that the provision by Washington himself be made good—nothing; although fully satisfied that if the nation's resources are to be further used for objects not strictly governmental none are more deserving than the establishment of the institution of learning most needed and most universally demanded. Our faith is great in the wisdom of patriotic citizens of large wealth—in the matchless givers of the present and in their worthy successors; and when they fully understand the need we believe that they will see both the fitness and the moral gain of devoting to this purpose gifts even greater than any hitherto accorded and will gladly follow the example of Washington and share with him the honor of the final realization of his exalted aims.

The delay has not been due to a serious conviction anywhere, much less to a prevailing belief, that the proposed university would weaken or in any way injure existing institutions, and such an objection would be considered too absurd to require mention had nobody been deceived by it.

In the first place, there is no conceivable way short of violations of law, punishable by the courts, in which one institution can, in any proper sense, "injure" another. One may, by presenting superior attractions, draw to itself students who might otherwise attend elsewhere, and thus acquire a relative importance. The attraction may be found in superior location, with better surroundings and conditions, better buildings and equipments, better instruction, or better established and wider reputation; but each of these things is desirable, and to prevent their being offered because some one or more institutions in the country can not supply them would surely be to wrong the great public. Indeed, a general practice upon such a principle would forever stop the progress of civilization. As a matter of fact, no one of the very few institutions which have opposed the establishment of a university of the United States was ever known to resist the incorporation of any of the great number of others which have sprung up since the movement for a national university began, although in kind and purpose like themselves, and hence destined to become actual competitors.

It is plain enough, without discussion, that, in case of an institution that is to undertake a work in large part different, indeed in some important respects beyond the possibility of execution by any other, and hence would leave no room for competition, it is useless to even talk of "injury," in however slight a degree. And yet it is by suggestions of this sort that the few enemies of the national university measure have sought to prevent, and for the time have hindered, the incorporation of the proposed university of the United States, and prevented its endowment with insured millions by private citizens.

And right here is found the reason for our persistent contention, since a very little inquiry will show beyond all question that such a university would not be a damaging competitor of any one of the five opposing institutions, even those at Washington, though having as good a right to rise as Johns Hopkins, the University of Chicago, or

any other—indeed, as we have seen, a better reason for rising than they; and not only the reasons just referred to, but the very important one that the no less than $50,000,000 worth of facilities already here, in the forms of museums, libraries, observatories, and other establishments, are all of them the property, not of any particular city, or religious denomination, but of the whole nation, having been provided at the common cost, and for the nation's use; in view, also, of the important special national functions which it is to exercise.

The delay has not been due to any well-grounded fear that the proposed university would "get into politics." For provision has always been made against any sectarian or political discriminations whatsoever in the institution and for the free exposition and discussion of all sides of every subject related to governmental policies. And this, too, is to be noted that, in proportion as an institution of learning attains real dignity and importance, the politician, as distinguished from the statesman, is instinctively constrained to keep hands off. In addition to these considerations may be mentioned the indisputable fact that in the governmental institutions of learning already established, such as the State universities, the United States Military and Naval Academies, and the Smithsonian Institution, practically no difficulty has ever been found on this score. The principle of political noninterference in American governmental institutions of learning has been amply vindicated by experience and may safely be relied upon for vindication in the future.

The delay has not been on account of recognized faults in the university measure. The bill may not be faultless, but it is the fruit of much correspondence and many conferences with leading Americans, as also of three protracted sessions of the entire executive council of the National University Committee, the Chief Justice of the United States presiding, and has long held its place in the Senate and before the country, without a solitary suggestion of material change from any quarter, although suggestions have been ofttimes invited. Moreover, it has been four times approved (three times unanimously) by the Senate's University Committee. It could not have been framed in a more liberal spirit, and there is to-day the utmost readiness in the National University Committee to warmly welcome and adopt any other plan or form of charter that can be made to appear better calculated to accomplish the desired ends.

What we want and feel that we may reasonably expect without much further delay is an act of Congress for the establishment at Washington of an exclusively graduate university of the highest possible type, one that shall be not national in name merely, but truly national in name, spirit, character, and relationships; a university that shall ever be, not only in harmony with the best that is in the purposes of the Republic, but highly serviceable in the great work of insuring to it the most enduring prosperity and the most glorious possible destiny. We even venture to hope for a university that shall also be competent to serve the lesser nations, and in time become an acknowledged advance-guard in the whole world's march of civilization.

As carefully planned, it will be unlike any other, and yet have distinctly in view the best interests of all others of every grade, and systematically work with all for the universal good. Let us demonstrate this by pointing out some of its distinctive features:

DISTINCTIVE FEATURES OF THE PROPOSED UNIVERSITY.

1. The University of the United States, when duly established, will fittingly complete the American system of public education—an office of very great importance, since, without such completion, they who have passed through its several grades from the primary school upward, and have won the college degrees, must suffer the incalculable loss of that still needed constraining influence which leads to further attainments, and which can only be furnished in full measure by a concluding public institution whose high field is the whole vast realm of what lies beyond in every department of learning and of what is yet possible to the genius of man through systematic inquiry. In a word, the proposed national university by furnishing the requisite climax to the existing series of our public educational agencies will increase the interest of the youth of the country in the highest learning, lead greater numbers into all our colleges and universities, and in time relieve our boastful Republic of the dishonor of holding a place but second in things which are vital, as compared with some of the other powers.

2. While maintaining all possible cooperative relations with other institutions, e. g., by exchange of student privileges and of favors among professors, investigators, curators, and other officials—in a word, such relations of whatever sort as may be found both feasible and advantageous—it will in general terms supplement others by supplying graduate instruction only in every department of study, notably in matters which concern the national welfare; furthermore, will tend to increase the patronage of other institutions by making them necessary gateways to the opportunities and honors it is to offer.

3. While access to the instruction will be accorded to all persons competent to receive it, full membership and its degrees, strictly limited to the doctorate, will be accorded to such only as shall have already received a college or university title from some institution recognized for this purpose by the university authorities—a condition at present imposed by no institution in America, and yet one that will stimulate all others to do their best work.

4. By this exercise of the right to determine what institutions are deserving of recognition, it will insure, as no other institution can, the needed adoption of high and uniform standards in all the collegiate institutions of the country, establish a common measure for degrees, and afford the most healthful stimulation to every class of educational agencies.

5. By the dignity of its high rank and the facilities offered by its great schools of letters, science, philosophy, the practical arts, the fine arts, medicine, law, diplomacy, statesmanship, and yet others, it will become, as no other institution can, a means of educating at home the thousands of our graduates who at some risk now seek in other lands the facilities we fail to furnish.

6. For the same reason, it will become to all the other institutions a very important source of increasing numbers and superior teachers.

7. Because of its national character, it will draw to a common center, as none other can, great numbers of the graduate students of all sections, promote unity of feeling among them, and thus become in a high degree a nationalizing influence upon the country at large.

8. Because national and of highest rank, it will bring to this world center many thousands of foreign graduates for a completion of their studies under the influence of American ideas and institutions—students whose return, after years of contact with free institutions (should they not remain to our own advantage), would promote the cause of liberal government everywhere.

9. For like reasons and because of the high place this country holds among the nations, the University of the United States would very strongly attract men of genius from every quarter of the globe to its professorships, fellowships, and laboratories, thus increasing the intellectual forces of both university and country.

10. By its graduate standards of admission in all its departments, thus insuring to the professional as well as nonprofessional pursuits that general information and that mental discipline which are requisite to the highest success, it will greatly advance the various professions in rank and real value.

11. With the collections, laboratories, and workers here present, it will greatly encourage all other institutions engaged in the work of original research and investigation, and thus become a very great force in the upbuilding of new arts and professions by the applications of science.

12. By its central faculties and grand cluster of technical and professional schools it will early represent the sum of what is known and become to the whole world a great new fountain of knowledge and inspiration.

13. In turn, its scientific workers will be ever ready to meet the demands of the Government in whatsoever field of inquiry, and will feel in duty bound to qualify gifted students for any and every branch of the public service.

14. Being not in name only, but in fact, free from the narrowing influence of sectarianism in religion and of partisanship in politics, it will be an elevating power within its own domain and in the nation.

15. It will, in the nature of the case, exert, as no private or sectarian institution can, a most salutary influence upon the several branches and departments of the Government and upon civil affairs generally, elevating their standards and increasing their efficiency.

16. It will dignify the national capital and make it yet more attractive to all Americans and to the foreign world.

17. Because of its comprehensiveness, highest possible standards, exalted aims, and distinguished service to the cause of human learning, it will command the admiration of the people and greatly strengthen the patriotic sentiment of the country.

18. Because national, it will be to the whole American people a potent means of intellectual advancement, give new dignity and honor to the Republic, and contribute in a high degree to its supremacy among the nations.

19. Because, when once rightly established and duly recognized everywhere, it will have become a mighty means of promoting the world's progress in civilization.

And so the reasons multiply, while the worn-out objections vanish, and we find ourselves more than justified in declaring with emphasis

there is nowhere discoverable a single valid excuse for delay in the establishment of the proposed university; while the important and very decided demands for it are many, have been long continued, and inhere in the characteristics of the American people, in the nature of the government they have established and would perpetuate, and in the important relation our country sustains to all the other powers.

SOME ACTUAL CAUSES OF THE DELAY.

There is a great difference sometimes, as in this case, between a reason and a cause; for, while a reason is always entitled to attention and more or less consideration, a cause may be ignored, or promptly arraigned, condemned, and brought to judgment.

Earlier we spoke of the delay of the coming university for more than a century as a fact next to incomprehensible; yet we have had in mind several very important causes which have been quite manifest, namely:

First. At the end of barely half a century we had hardly attained, as a whole people, to such a realization of its possible value as to make the establishment of a university like the one proposed seem so imperative as to lead to the requisite efforts and sacrifices.

Second. It was plain that the cost would be great, while the country was yet poor and multimillionaires were scarcely known. Some delay was then natural and may be generously pardoned.

Third. There was the interruption of the civil war, with the political conflicts leading up to and growing out of it—conflicts all-engrossing and of long continuance.

Fourth. The very unfortunate misconceptions of the few opposing institutions referred to—each of them so circumstanced and so represented at the seat of government as to facilitate the working of adverse plans.

Again, with the wonderful growth of the Republic in area, wealth, and power, too many have ceased to be controlled by the lofty ideals which the fathers cherished—have been to a serious degree materialized, and even made vainglorious, on the grounds that we are not only possessed of a genius and enterprise unparalleled, but have, through these gifts of Heaven, already made such achievements in the productive industries, in the means of intercommunication, and in commercial enterprises, as well as such increase of possessions, far and near, with yet greater armies and navies in the coming, as make us look imperial and seem to leave almost nothing else to be desired.

In a rude general sense, these astonishing claims have been so far justified that it should hardly be surprising that the multitude of those directly concerned in producing so great results should, for a time, have lost themselves in self-satisfaction; forgetting that, all put together and important as they are, these things constitute but the beginnings of our civilization, and that in laying so substantial a foundation they have only made the United States of America supremely competent to achievements yet greater, because higher and more enduring, and which are, therefore, imperatively demanded.

But we have a right to expect that the chosen men of the whole nation, who have been empowered to shape and direct the destinies of the Republic, will be found possessed not only of more than ordi-

nary breadth and foresight, as well as of practical wisdom, but also of so pure a patriotism that it will make them superior not only to partiality and prejudice, which, in matters of this sort, have their root in merely personal, local, or denominational ambitions, but superior also to even the most insidious approaches of a spirit of selfishness and injustice in whatsoever form or guise. For it is such men and such only who will understand the conditions of real greatness, and will hold their observance to be a most solemn and sacred obligation.

Such men will readily comprehend that the source of Grecian greatness is to be sought not in the victories which so quickly made her mistress of southern Europe and northern Africa and for a time the supreme physical force among the nations, but rather in the things so gloriously accomplished by her illustrious philosophers, poets, orators, men of science, artists, and historians—that but for these galaxies of her men of superlative genius and exalted aims, who gave themselves to the elevation and happiness of their people, and who, to the honor of those who ruled, were always encouraged and fostered by the state, there would have been no "glorious Greece" in human history; that while her physical conquests were but fleeting and have left her a mite only in the geographic world, her marvelous achievements in the intellectual and spiritual realms still fill the whole earth and will continue to shine as white lights through all time.

Such men as we have a right to count on at the Capitol of the nation will likewise realize that the glories of Rome are to be sought, not in the conquests made both East and West by her legions, but rather in the peaceful spread of her language, literature, art, science, ethics, philosophy, and law; that these, the fruits of her beneficent genius, at once various and splendid, have been and will ever remain her own chief glories and a priceless legacy to the human race.

Such men will understand that the enduring greatness of this, our own Republic, greatest of all, is to be made sure, not so much by a reckless increase of her population, a stupendous growth of her many productive industries, and the spread of her commerce, or by such increase of her widely scattered possessions as will seem to demand an immense standing army and numberless ships of war; not so much by mere material gains of any and every sort, as by the increasing intelligence of her people of every class and a faithful cultivation of all the virtues upon philosophic as well as religious grounds; by such mastery of economic science as is essential to an unfailing material prosperity; by an increase of zeal in the use of means for the highest possible intellectual culture of those who aspire; by such encouragement as can be given to those who are especially competent to the advancement of knowledge by means of researches and investigations, and by such inculcation of the principles of morality, individual, municipal, State, and national as will insure to us the respect, confidence, and hearty good will of other governments and peoples, and so make this, our Republic, already great, at once secure in peace and a guiding star for all the groping nations of the world.

It was Americans of this high type who laid the foundations of the Republic, and, happily, there have been such men to grace the records of our national legislature, as well as the annals of our general his-

tory, from the beginning until now. But they have not always had their way, for it seems that by the rules and usages under which our legislation is conducted a few unfriendly or unwisely committed Members of either House may embarrass and delay a very great measure for a lifetime or longer.

A fifth, and one of the saddest causes of delay since the modern, more systematic, and persistent agitation of the subject began, is found in such lack of attention, and hence want of appreciation and active interest on the part of some in authority who are usually accounted patriotic in sentiment, as have made it possible for the unwisely ambitious managers and supporters of four or five institutions to work their adverse schemes.

Nevertheless, the interest of the Senate, as a body, is put beyond question by a succession of friendly acts, which, though in part already referred to, are here consecutively mentioned, namely:

1. The formation of a "Select committee to establish the University of the United States," on June 4, 1890.

2. The action of the Senate, on December 17, 1890, upon motion of Senator Cullom, in continuing said committee during the Fifty-second Congress.

3. The unanimous action of the Senate, on March 2, 1891, in further continuing the said committee.

4. The unanimous order of the Senate, on motion of Senator Proctor, on August 3, 1892, for the printing of the "Memorial in regard to a National University," and again, on August 5, 1892, in unanimously ordering, on motion of Senator Sherman, the printing of 5,000 extra copies of said memorial, for the use of the Senate.

5. The unanimous agreement of the Senate's select committee on the able report submitted on March 3, 1893, by Senator Proctor, chairman, which, however, was submitted at the very close of the Fifty-second Congress and could not be acted upon at that time.

6. The Fifty-third Congress placed Senator Hunton, of Virginia, at the head of the University Committee, who likewise, in the course of time, submitted a unanimous report, and finally succeeded in getting it before the Senate, and in having it affirmatively discussed by himself and Senators Vilas and Kyle, though at so late a day that the coming in of bills having the right of way again prevented final action.

7. Next there was the very liberal action of the Senate in placing the "Select committee to establish the university of the United States" among the standing committees.

8. The report submitted by Senator Kyle, chairman, on March 10, 1896, which included important hearings from a number of citizens of first distinction in the several fields of education, science, letters, and statesmanship, carefully prepared communications in advocacy of the measure from others, and no less than 400 briefer indorsements of it, by letter, from the most competent of advocates in all the States.

9. True, the university cause came to a dead halt through the neglect, most unpardonable, of a Senator from Maryland, by whom four full years were worse than wasted. And yet the abiding interest of the Senate again became manifest in a Congress of earnest effort on the part of its committee's chairman, Mr. Deboe, of Kentucky, who, on April 1, 1902, submitted a very full and convincing report,

consisting of a brief statement of what had been done to secure action, a showing of the character of the opposition made, and of the status of the enterprise at that time, together with numerous hearings, papers, addresses, 300 additional letters of approval from eminent men in all parts of the country, and a list of members of the National University Committee of Four Hundred; the whole making a volume of 192 pages, which was printed in a large edition, and, if we have been correctly informed, with but one objection in the Senate. Chairman Deboe tried in vain, however, to get the pending bill taken up by the Senate. Other measures in number crowded to the front and kept it back to the end of the Fifty-seventh Congress.

That was in 1902, since which time until now, though often and earnestly petitioned for, no meeting of the Senate's University Committee has been called.

It can not be doubted that the honorable Senate will pardon the freedom with which we have spoken, in view of the very serious nature of the facts recited; in view also of the important favors so promptly granted by it upon simple request of existing private and denominational university organizations meanwhile, and of the difficulty we have, therefore, in understanding why it has not yet been pleased to put upon this our national measure, to which it so stands committed before the world, the seal of its approval after seventeen years of effort and anxious waiting on the part of a whole nation of educators and a multitude of other friends of the higher learning in all the States. Nor can it be questioned, after this quite full statement of the case, that a reasonable efficiency will hereafter characterize the discharge of duty by those who, under the rules of the Senate, are able either to forward or hinder a cause so important, and which, considering the efforts and sacrifices made in its behalf by so long a line of the foremost of patriots, should now be regarded as only less than sacred.

In view of what is proposed and of the historic record referred to, the Senate would have been fully justified in chartering the University of the United States without the formal preliminary of providing a special committee. The known views of the ablest scholars and statesmen of the past hundred and more years of the Republic, supported by no less than eleven of the Chief Magistrates, by the repeated declarations of the National Educational Association during a long period, and by official showings, full and unanswerable, after exhaustive studies in the field universal of the higher education—all these would seem to have furnished the amplest justification for prompt action upon the Edmunds bill of 1890.

And yet, as already shown, there have been no less than eight Congresses without the final requisite action—five of them marked by the Senate's cordial agreement upon affirmative reports, all but one unanimous, and the other three Congresses without so much as a meeting of the Senate's standing committee.

Bearing in mind the readiness with which the several institutions known as universities in the District of Columbia have been chartered, rechartered, and otherwise remarkably favored, one can not but be struck by the contrast; and we are accordingly left to supply an explanation the best we can.

We can imagine how men with more of personal or local pride than love of country, or of learning, might prefer to maintain a

fancied supremacy for the institutions with which they may have been or are connected, for we have seen this same spirit manifested by local and denominational colleges toward the rising State universities. Nevertheless, those universities have risen and are now rising, for the great body of the American people are intelligent enough to recognize the value of the amplest possible means of education, wholly free from the warping influence of any prejudice. Moreover, the opposing institutions have not only not been injured, but have greatly grown and prospered under the influence of an increasing general interest in education consequent on the new appreciation of it thus manifested by the State governments and on the growing demand for learning and intellectual discipline, both as qualifications for important trusts and as conditions of honorable standing and of greater happiness, whether in private or public life.

Just so will it be with the opposing universities in their relations with the national university when once established and in active operation. Besides this, we are bound to hold the general welfare superior to the demands of any mere sentiment of pride or ambition, whether personal or local—most emphatically superior, if such demands are clearly opposed to the common good, as is the case with the opposition above referred to, in its relation to hundreds of colleges and universities which are in full accord with the national university measure, as well as against the recorded judgment of the great body of American scholars, scientists, and statesmen during the entire life of the nation.

We are still confident that the interests of the higher learning and of the country would be best promoted by a union of the university forces at Washington in one great institution, as but lately was so nearly agreed upon, and are yet ready for such union on terms altogether just and most liberal to all. But if the existing institutions here prefer a separate and wholly independent life, let them continue thus, with ever-increasing prosperity. The more they prosper in a useful and honorable career, the more we shall rejoice. For if, indeed, honorably and patriotically devoted to the advancement of learning and duly concerned for the honor and welfare of the country, they will not stand against the establishment of a university like the one proposed, with very special and important ends in view, both national and universal, but will rather cultivate a liberality of sentiment and seek to strengthen themselves yet more by friendly and even cooperative relations. For, in the first place, since such a university as we ask for is a thing of destiny, there can be no great profit in further delay; and, secondly, inasmuch as its characteristic features will, as we have seen, make it a real help to each of them, while at the same time fulfilling a vastly important mission, peculiarly its own and otherwise impossible of fulfillment, it is evidently worse than folly to oppose.

Having thus with some fullness brought to the notice of your honorable body the facts and considerations which most clearly concern the establishment of the proposed University of the United States, because of our regard for the American Senate, as of first rank among the legislative bodies of the world, and of our abiding faith in its high purpose in this great matter, notwithstanding the delays from which the measure has so seriously suffered, we now come to you with confidence.

We come not only in the name of the National University Committee of Four Hundred, which body of competent Americans we more especially represent, but also supported by the emphatic declarations of the National Educational Association, many times repeated since the appointment of its committee of promotion in 1869, as well as by the advocacy of the American Association of State University Presidents—all added to the support given to the general proposition by the many illustrious citizens who have so ably championed the cause independently during the past hundred and twenty years.

We come, moreover, in the name of the numberless intelligent and patriotic Americans so well represented by a liberal public press, and in behalf of our beloved country itself, nay, of the cause universal of human advancement, and would respectfully present to you this our most earnest and urgent appeal, praying for the Senate's final affirmative action at the earliest possible day.

AND. D. WHITE.
J. B. HENDERSON.
EPPA HUNTON.
NELSON A. MILES.
GEORGE DEWEY.
HILARY A. HERBERT.
SIMON NEWCOMB.
JOHN LEE CARROLL.
MERRILL E. GATES.
JOHN W. HOYT.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 145.

REPORT OF TREASURY DEPARTMENT WITH RESPECT TO ACCOUNTS, PAPERS, AND DOCUMENTS RELATING TO HENRY FISHER.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING,

PURSUANT TO SENATE RESOLUTION OF DECEMBER 16, 1907, A REPORT WITH RESPECT TO THE ACCOUNTS, PAPERS, AND DOCUMENTS RELATING TO HENRY FISHER, ETC.

JANUARY 7, 1908.—Ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, December 21, 1907.

SIR: I have to acknowledge the resolution of the Senate of December 16, 1907—

That the Secretary of State be requested, and the Secretary of the Treasury be directed, to send to the Senate copies of all the accounts, papers, and documents relating to Henry Fisher, of Delaware, and the Revolutionary forces, an active patriot in that colony and its coasts, which papers, etc., are in the possession or custody of the United States Government.

In reply thereto I have the honor to state that the Auditor for the Treasury Department reports as follows:

WASHINGTON, D. C., *December 19, 1907.*

Respectfully returned to the honorable the Secretary of the Treasury with the statement that in compliance with the act of July 7, 1838, on October 15, 1838, this office stated an account (audit No. 75596) in the name of Henry Fisher, deceased, for the sum of $1,995.11, payable to "George B. Rodney, esq., attorney in fact of Daniel Rodney, administrator de bonis non of the said Henry Fisher, deceased," which account was certified by the Comptroller of the Treasury on the same date, and upon this certification warrant No. 9953, dated October 15, 1838, for the same amount ($1,995.11) was issued, which warrant was paid by the Treasurer's draft No. 3516, of the same date, in favor of George B. Rodney, and was paid by the "Pennsylvania Bank United States, Philadelphia" on the indorsement "George B. Rodney," "Credit Farmers Bank at New Castle. H. I. Terry, cashier."

In view of the above facts, I await further instructions as to whether you desire copies of all accounts, papers, etc., to be made and certified to under seal.

W. E. ANDREWS, *Auditor.*

As the papers in the case are voluminous, the record as given by the Auditor is transmitted instead of the papers, which can be copied and furnished the Senate if still desired.

Respectfully,

J. B. REYNOLDS,
Acting Secretary.

The PRESIDENT OF THE SENATE.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 146.

REPORT OF STATE DEPARTMENT WITH RESPECT TO ACCOUNTS, PAPERS, AND DOCUMENTS RELATING TO HENRY FISHER.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

A REPORT FROM THE SECRETARY OF STATE WITH RESPECT TO A RESOLUTION ADOPTED BY THE SENATE CALLING FOR COPIES OF PAPERS RELATING TO HENRY FISHER.

JANUARY 7, 1908.—Read; ordered to be printed.

To the Senate:

I transmit herewith a report from the Secretary of State answering, so far as concerns the Department of State, the resolution adopted by the Senate on December 16, 1907, calling for copies of papers relating to one Henry Fisher, of Delaware.

THEODORE ROOSEVELT.

THE WHITE HOUSE, *January 6, 1908.*

The President:

The undersigned, the Secretary of State, has received an attested copy of the following resolution adopted by the Senate on December 16, 1907:

"*Resolved,* That the Secretary of State be requested, and the Secretary of the Treasury be directed, to send to the Senate copies of all the accounts, papers, and documents relating to Henry Fisher, of Delaware, and the Revolutionary forces, an active patriot in that colony and its coasts, which papers, etc., are in the possession or custody of the United States Government."

In response thereto the Secretary of State has the honor to report that the Department of State is not in possession of the papers requested. In pursuance of the authority provided by the act of Congress approved February 25, 1903, entitled "An act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1904, and for

other purposes" (Statutes at Large, vol. 32, p. 865), and by the Executive order issued thereunder on March 9, 1903, the historical archives of the Department of State, known as the Revolutionary archives, were transferred to the Library of Congress in 1903. A copy of the Executive order mentioned is herewith inclosed.

Some of the Revolutionary records, including the army records, were transferred to the War Department on November 24, 1894.

Respectfully submitted.

ELIHU ROOT.

DEPARTMENT OF STATE, *December 27, 1907.*

EXECUTIVE ORDER.

The historical archives in the Department of State, known as the Revolutionary archives, and comprising (1) the records and papers of the Continental Congress, (2) the papers of George Washington, (3) the papers of James Madison, (4) the papers of Thomas Jefferson, (5) the papers of Alexander Hamilton, (6) the papers of James Monroe, (7) the papers of Benjamin Franklin, are, by authority provided by the act of Congress entitled "An act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1904, and for other purposes," approved February 25, 1903, hereby ordered to be transferred from the Department of State—with such exceptions and reservations in each collection herein enumerated, as in the discretion of the Secretary of State may be required for the continuity and completeness of the records and archives of the Department of State—to the possession and custody of the Library of Congress, to be there preserved and rendered accessible for historical and other legitimate uses under such rules and regulations as may from time to time be prescribed by the Librarian of Congress.

The transfer here directed shall be made on the 1st day of July, 1903, or as promptly thereafter as shall be found conveniently practicable to the Department of State and the Library of Congress.

THEODORE ROOSEVELT.

WHITE HOUSE, *March 9, 1903.*

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60TH CONGRESS, 1st Session. } SENATE. { DOCUMENT No. 154.

DECLARED EXPORTS FROM GERMANY TO UNITED STATES, JULY-NOVEMBER, 1906 AND 1907.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING,

IN RESPONSE TO A SENATE RESOLUTION OF DECEMBER 10, 1907, A REPORT OF THE SECRETARY OF STATE, WITH ACCOMPANYING PAPERS, IN RELATION TO DECLARED EXPORTS FROM GERMANY TO THE UNITED STATES IN THE MONTHS OF JULY AND AUGUST, 1906 AND 1907, RESPECTIVELY, AND ALSO SIMILAR INFORMATION REGARDING THE MONTHS OF SEPTEMBER, OCTOBER, AND NOVEMBER, 1906 AND 1907.

JANUARY 13, 1908.—Read; referred to the Committee on Finance and ordered to be printed.

To the SENATE:

I transmit herewith, in response to a resolution of the Senate of the 10th of December last, a report of the Secretary of State, with accompanying papers, in relation to declared exports from Germany to the United States in the months of July and August, 1906 and 1907, respectively, and also similar information regarding the months of September, October, and November, 1906 and 1907.

THEODORE ROOSEVELT.

THE WHITE HOUSE, *January 13, 1908.*

The PRESIDENT:

Referring to the resolution of the Senate of the United States adopted December 10, 1907, calling for all information in the possession of the President relating to the declared exports from Germany to the United States, as shown by the invoice digest of American consuls, for the months of July, August, and September, 1907, compared with the exports from Germany for the corresponding months in the year 1906, I have the honor to transmit herewith such data bearing on the subject as are in possession of the Department of State.

Under date of August 28, 1907, the Department issued instructions to all the American consular officers in Germany to report the values and quantities of exports declared from their respective districts to the United States in July and August, 1906 and 1907, respectively. The reports in compliance with this instruction are presented herewith in pamphlet form, together with a summary compiled in the Department, being all the information in the possession of the President or the Department on the 10th of December, 1907, the date of the Senate resolution.

In order to furnish as much further information as possible on the subject-matter of the resolution, the Department, immediately after its receipt, sent telegraphic instructions to all the American consular officers in Germany, directing them to prepare and transmit detailed statements of the declared exports from their respective districts to the United States in the months of September, October, and November, 1906 and 1907, respectively, and to telegraph the totals by months.

I have the honor to transmit herewith the comparative summary of declared exports for those months, as compiled from the telegraphic reports of the consular officers; also a comparative summary for the period of five months from July to November, inclusive, 1906 and 1907, respectively.

Respectfully submitted.

ELIHU ROOT.

DEPARTMENT OF STATE,
January 10, 1908.

Comparative statement of declared exports of merchandise to the United States from the several American consular districts in Germany in July and August, 1906 and 1907.

AIX LA CHAPELLE.

[Pendleton King, consul.]

Articles.	July.	August.	Total.
1906.			
Agate buttons	$1,095.49	$1,464.84	$2,560.33
Bleaching powder	4,988.98	2,788.74	7,777.72
Borate of manganese	814.20	.....	814.20
Colors	1,013.33	1,836.87	2,850.20
Drawing paper	509.56	5,211.37	5,720.93
Glassware	2,472.40	5,498.64	7,971.04
Hooks and eyes	.....	545.07	545.07
Linen mesh	7,703.40	3,228.33	10,931.73
Machinery	.....	7,653.01	7,653.01
Needles and pins	10,431.68	13,794.87	24,226.55
Pergamum paper	15,532.83	1,813.46	17,346.29
Photographic paper	39,352.61	38,690.05	78,042.66
Printing paper	5,716.39	5,918.98	11,635.37
Steel	1,927.01	4,838.93	6,765.94
Silk, artificial	.....	23,324.00	23,324.00
Water, natural mineral	457.44	.....	457.44
Woolen cloth	90,197.17	93,181.52	183,378.69
Wrapping paper	3,651.59	9,641.48	13,293.07
Total	185,864.08	219,430.16	405,294.24

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

AIX LA CHAPELLE—Continued.

[Pendleton King, consul.]

Articles.	July.	August.	Total.
1907.			
Agate buttons	.....	$3,199.81	$3,199.81
Bleaching powder	$6,242.32	6,085.63	12,327.95
Colors	3,064.40	4,318.19	7,382.59
Drawing paper	3,062.02	8,905.70	11,967.72
Dress fasteners	299.35	.....	299.35
Glassware	1,362.09	425.99	1,788.08
Hooks and eyes	.....	370.18	370.18
Linen mesh	7,680.20	7,472.69	15,152.89
Machinery	240.24	.....	240.24
Needles and pins	15,923.21	17,322.23	33,245.44
Pergamum paper	15,268.88	9,430.88	24,699.76
Photographic paper	67,749.75	46,296.08	114,045.83
Printing paper	143.71	2,068.74	2,212.45
Silk, artificial	.....	4,426.80	4,426.80
Water, natural mineral	768.86	770.05	1,538.91
Wine	1,833.69	146.63	1,980.32
Woolen cloth	123,173.54	112,095.58	235,269.12
Woolen yarn	.....	709.38	709.38
Wrapping paper	5,546.60	3,792.37	9,338.97
Total	252,358.86	227,836.93	480,195.79

ANNABERG.

[George Nicolas Ifft, consul.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Buttons, fancy and crochet	$3,609.52	$2,711.63	$4,141.70	$3,836.58
Cork and cork paper	.....	.....	844.89	729.95
Cotton bags and yarn	.....	.....	.....	737.98
Cotton and half-linen mesh	.....	829.09	969.85	424.71
Embroideries [a]	.....	.....	10,761.48	4,176.16
Enamel ware	.....	.....	135.52	.....
Linen laces and table covers	2,051.60	2,232.48	1,104.33	1,212.02
Linen rings	133.52	.....	188.65	143.47
Machines	.....	605.99	.....	.....
Paper ware	11,717.42	6,454.43	17,190.42	11,359.95
Tinsel goods	.....	.....	.....	117.20
Toys	8,170.56	9,192.42	9,601.63	4,384.82
Trimmings	71,856.45	62,397.56	51,846.67	22,432.58
Beaded bags and belts			12,526.04	11,797.09
Beaded fringes			6,330.63	7,212.89
Violin strings	.....	542.34	1,091.15	658.99
Wooden ware	3,280.33	.....	.....	562.73
Total	100,819.40	84,965.94	116,732.97	69,787.13
Increase	.....	.....	15,913.57	.....
Decrease	.....	.....	.....	15,178.81

[a] These embroideries were manufactured in and shipped from the Eibenstock consular district, but under the new regulations invoices were certified at Annaberg.

NOTE.—In transmitting the foregoing statistical statement, Consul Ifft, of Annaberg, reports as follows:

"As will appear from this statement, the month of July, 1907, shows an increase of $15,913.57 over the same month of the previous year, while the month of August, 1907, shows a decrease of $15,178.81 when compared with the same month in 1906. This is the first decrease shown in declared exports at this consulate for several years and it is not due to the fact that fewer goods were exported to the United States (more were, in fact, shipped), but to the operations of the new regulations, under which many Annaberg district goods were certified at other consulates.

"Fully half the toys and a considerable part of the fancy paper goods, bought in and shipped from this district to the United States, are purchased through Berlin, Nuremberg, Leipzig, or Hamburg houses. Formerly some of the invoices for such shipments were returned here for certification. After June 1 they gradually quit coming, and during August practically none were received."

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

BAMBERG.

[W. Bardel, consul.]

Articles.	July and August—	
	1906.	1907.
Althea root	.....	$141.32
Ball bearings	$4,419.99	24,991.03
Basket ware	61,694.88	63,814.53
Beer	1,148.13	3,791.14
Bitters	527.66	.....
Camomile	123.05	343.29
China ware	213,363.53	86,927.06
Colors	251.20	.....
Embroideries	.....	306.98
Hops	5,051.39	3,824.54
Marjoram	.....	166.74
Marble blocks	293.55	.....
Malt, caramel	1,487.50	.....
Metallic capsules	.....	472.43
Paper, surface coated	271.13	118.45
Wash blue	3,725.44	.....
Wire for musical instruments	2,397.85	99.82
Total	294,755.30	184,997.33

NOTE.—In transmitting the foregoing statistical statement, Consul Bardel, of Bamberg, reports as follows:

"The shrinkage of business in this office, as compared with former years, is not attributable to decrease of export, but to the new order of things, which permits that the invoices for merchandise, although manufactured in this district, can be authenticated in other consulates."

BARMEN.

[Geo. Eugene Eager, consul.]

Articles.	July and August—	
	1906.	1907.
Beltings and bone casings	$2,573.41	$6,587.98
Braids:		
Featherstitch and battenberg	61,014.05	45,919.97
Hat	27,455.60	16,646.13
Galloons, trimmings	70,302.84	71,368.38
Edgings and webbings	2,584.38	2,268.13
Button stuffs (button bindings, button stock)	3,927.27	9,479.61
Buckles and buttons, hooks, eyes, etc	11,199.31	15,471.22
Chemicals and drugs	84,563.34	59,934.41
Colors and dyes	5,031.88	9,840.30
Coke	22,441.95	25,706.47
Cutlery	10,811.91	10,794.00
Glassware	.....	1,179.24
Hardware (brass, bronze, fancy goods, thimbles, etc.)	43,669.19	40,671.32
Hatbands and ribbons, cotton, silk, and silk mixed	135,685.14	164,872.99
Laces, boot, shoe, and corset	8,047.35	8,237.90
Polished yarn (iron yarn)	29,385.49	35,510.92
Laces:		
Linen and cotton	19,240.52	21,874.90
Torchon	36,128.11	56,268.78
Linen goods:		
Piece goods	10,700.89	15,740.05
Tapes, etc	54,900.91	60,154.13
Italian cloth (cotton cloth, linings, etc.)	3,262.59	2,723.83
Machinery	8,768.51	3,642.16
Miscellaneous	9,120.21	11,218.83
Needles and pins	26,536.03	24,757.40
Nickel (sheets, wire, soluble, etc.)	11,472.56	15,167.35
Paper (manufactures thereof)	12,568.18	24,930.76
Provisions (sausage, ham, wine)	6,898.04	7,915.02
Ribbon wire	2,661.55	3,428.87
Silk and cotton mixed goods:		
Dress goods	16,087.95	16,765.00
Umbrella silks	.....	810.50
Steel and iron (various shapes, wire, etc.)	69,241.71	71,584.42
Upholstery goods and carpeting	5,150.88	4,896.96
Woolen goods (clothing)	20,979.77	25,183.35
Woolen mixed and other piece goods (vestings, mantle cloth, dress goods, etc.)	5,604.69	15,220.63

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

BARMEN—Continued.

[Geo. Eugene Eager, consul.]

Articles.	July and August—	
	1906.	1907.
Yarn (cotton, artificial silk, etc.)	$65,577.93	$92,570.15
Cement	91,459.77	3,204.88
Ores	.....	1,470.29
Total	995,053.91	1,004,027.23
Increase	.....	8,973.32

BERLIN.

[A. M. Thackara, consul-general.]

Albums	$57,327.10	$91,641.85
Artificial flowers	4,482.15	24,102.20
Astrakhans	5,883.80	45,335.10
Books and printed matter	19,132.75	11,132.15
Buttons	9,333.00	12,342.75
Carpets	8,229.30	3,725.15
Chemicals, drugs	142,787.85	162,918.20
China and earthen ware	13,221.40	42,331.25
Chromos and photographs	201,972.45	499,787.15
Colors	132,314.65	181,329.10
Dress goods (velvets, plush, woolen, and cotton cloth)	21,219.00	79,921.00
Fancy feathers	91,328.15	228,310.80
Glassware	6,427.10	26,018.15
Gloves:		
Leather	132,120.55	180,222.55
Silk and cotton	4,333.00	10,827.10
Glove leather, colored	241,731.15	195,972.70
Glucose, dextrin, and potato flour	22,641.75	30,133.65
Hides, furs, and skins	241,328.30	370,432.10
Household goods and personal effects	15,722.10	7,311.10
Human hair (wigs)	3,921.30	1,497.00
Incandescent mantles	3,079.15	152.00
Instruments:		
Optical and scientific	38,442.35	51,317.25
Musical	6,378.15	11,727.70
Ivory	998.00	401.10
Lanolin	4,219.20	503.15
Leather goods	21,384.75	15,729.15
Linen goods	55,975.00	79,111.35
Metal ware (machinery)	351,326.80	416,373.45
Paintings	11,555.70	8,732.15
Paper ware	98,318.15	107,784.95
Pitch	1,810.45	.....
Rags	20,722.15	45,602.15
Ready-made clothing	91,917.35	104,717.30
Rifles and cartridges	255.75	9,625.15
Rough diamonds	19,784.25	14,525.25
Shawls	10,365.00	33,927.10
Sheep guts (rennets)	18,523.10	37,537.35
Trimmings and embroideries	45,617.85	57,019.75
Toys	151,012.15	108,212.20
Umbrella handles	7,392.45	8,412.15
Wine, liquor, fruit juice	6,118.15	25,777.00
Yarn (mohairs)	7,814.70	12,422.60
Sundries	20,417.35	10,930.00
Rubber ware	6,918.10	15,728.10
Linoleum	31,319.25	36,818.70
Incandescent salt	45,133.70	34,172.15
Electric goods	21,334.95	30,919.00
Skin wool	11,712.10	7,312.15
Magnesia goods	2,117.10	5,217.75
Total	2,487,420.00	3,495,899.15
Increase	.....	[a] 1,008,479.15

[a] Equal to 40.5 per cent.

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

SORAU.

[W. B. Murphy, consular agent.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Chemicals:				
Drugs	$1,998.89	$2,007.14	$1,886.63	$567.98
Nitrate of beryllium	242.11			
Nitrate of yttrium	71.40			
Ground earth		1,416.24	1,416.24	1,416.24
Miscellaneous	451.96	285.23		481.55
Oxide of zinc	600.32		2,487.48	5,642.27
Zaffer		436.87		
Cotton inlets	1,368.14	3,316.78	4,617.81	939.50
Cotton tablings	233.36	298.01	2,061.45	1,696.40
Cotton towels	746.76	1,661.08	335.26	64.82
Emigrants' effects	645.40			
Glassware:				
Bottles	201.86		604.14	398.48
Lamps, etc	2,647.89	5,897.41	8,557.75	8,189.02
Miscellaneous	118.02			
For scientific purposes	1,176.23	1,652.55	1,498.46	411.36
Window	165.53			
Leaves, chemically prepared	108.04			
Linen tablings	34,035.57	30,463.94	39,779.76	30,955.63
Linen towels	15,543.68	16,911.84	19,906.56	24,411.43
Machinery		292.74		
Postal cards, Christmas, etc			1,168.31	1,639.01
Porcelain goods	985.67	1,861.61	3,220.10	3,101.56
Sheep stock	4,161.92		2,608.19	
Toys		3,272.49	3,404.46	139.56
Umbrella stuffs	15,174.92	9,658.86	19,328.66	21,661.52
Wool waste		1,908.28		
Woolen cloth	19,781.07	17,883.00	29,443.36	25,493.12
Total	100,358.74	99,224.07	142,414.62	127,209.45

RÉSUMÉ.

Month.	1906.	1907.
July	$100,358.74	$142,414.62
August	99,224.07	127,209.45
Total	199,582.81	269,624.07
Increase in 1907		[a] 70,041.26

[a] Equal to 35.1 per cent.

BREMEN.

[Wm. Thos. Fee, consul.]

Articles.		July and August, 1906.		July and August, 1907.	
		Quantity.	Value.	Quantity.	Value.
Animals	horses	66	$27,205.30	84	$31,257.73
Animal hair	kilos			10,154	5,802.68
Automobiles	piece			1	3,493.00
Bags, rags, and old rubber	barrels	886	6,530.95	314	3,977.97
Balsam	kilos			525	2,497.80
Baskets	pieces			650	224.14
Beer	bottles	5,496	453.63	13,727	1,577.80
Bottles	pieces	19,553	743.75	9,066	510.75
Bronze	kilos	300	275.60	800	1,078.86
Buttons	do	51	377.00	133	187.45
Canned goods	cans	8,711	1,433.71	29,253	6,137.07
Carpets	kilos	130	121.86		
Cement	do	2,260,000	33,734.94	3,996,564	69,016.91
Cigars	pieces	10,000	199.45	4,000	98.77
Clocks	do	27	1,068.87	300	103.63

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

BREMEN—Continued.

[Wm. Thos. Fee, consul.]

Articles.	July and August, 1906.		July and August, 1907.	
	Quantity.	Value.	Quantity.	Value.
Coal and coke ... kilos			175,000	$1,106.45
Corkwood and cork ... do	11,209	$2,208.00	11,600	2,805.65
Cork paper ... sheets	3,150,000	284.40		
Coffee ... kilos			45,440	13,745.50
China cotton ... do			26,326	7,427.50
Cotton goods ... dozen	207	263.22	120	356.28
Cotton goods ... kilos	167	229.90	110	232.53
Demijohns ... pieces	7,282	456.00	18,780	1,551.78
Drugs ... kilos	3,974	2,623.70	16,717	558.35
Dry goods ... do	92	182.83	4,469	4,757.38
Dry goods ... dozen	1,155	1,793.77	903	2,178.65
Earthenware ... pieces			2,270	89.72
Fertilizer ... kilos			1,320,600	37,769.88
Groceries ... do			1,578	1,904.00
Horn meal ... do			123,849	5,611.56
Hardware ... dozen	126	513.84	582	553.84
Hardware ... kilos			168	56.88
Hats, dressed ... dozen	200	1,519.86	520	578.10
Herrings ... tins	640	128.05	480	124.95
Hosiery ... dozen	728	765.41	1,557	1,424.67
Household goods		318.92		4,437.04
Human hair and hair goods ... kilos	44	1,015.55		
Human hair and hair goods ... gross			472	2,517.40
Jewelry ... kilos			17	1,537.25
Ink ... do	625	450.77		
Kapok ... do	22,546	5,908.32		
Lead, antimonial ... do	178,285	16,557.18		
Leather goods ... do	65	160.17		
Linen wear ... do	288	517.17	53	18.80
Machinery ... do	3,772	446.37	9,511	3,708.75
Machinery ... pieces			12	1,055.30
Mantles, incandescent ... do	5,040	279.80	5,000	276.74
Marble goods ... dozen	313	270.85	135	160.51
Matches ... gross			3,250	874.65
Meats ... kilos	2,216	1,545.80	1,979	1,310.66
Mineral waters ... bottles	500	59.50	5,000	402.22
Musical instruments ... dozen			25	207.77
Piano			1	982.94
Paper, books, lithographs, and paintings:				
Paintings	2	64.26		
Printing paper ... bundles	31	1,251.64		
Printing paper ... cases			4	1,691.00
Printing paper ... kilos			5,073	2,810.78
Books, lithographs ... pieces	26,410	956.52	425,960	5,060.35
Potatoes ... kilos	57,000	1,424.19	44,900	941.05
Porcelain ... pieces			244	341.15
Prune juice ... liters	16,885	2,066.80	6,154	724.72
Rattan ... kilos	84,834	22,497.19	69,528	18,847.82
Ribbons, cigar ... packs	500	249.18		
Ribbons, cigar ... kilos			19	133.28
Rice ... kilos	2,758,046	98,231.40	4,745,724	181,937.95
Sago ... do			4,000	308.62
Salt ... do	19,884	195.63	18,880	276.04
Steel plates and forgings ... do	40,892	4,345.40	12,737	1,318.50
Skins ... pieces			73	140.08
Straw covers ... bundles			101,014	1,694.56
Tar and grease ... barrels			85	305.12
Tar and grease ... kilos			28,988	1,749.77
Tin foil ... do	600	652.12		
Tobacco ... do	48,920	24,902.41	10,759	8,560.62
Toys ... dozen	868	1,835.45	608	117.10
Toys ... kilos			2,565	694.48
Umbrellas ... dozen			40	343.45
Underwear ... do	3,330	11,977.59	3,890	14,952.58
Wines and liquors ... liters	5,200	2,165.80	18,968	4,796.65
Wood and wooden boxes ... kilos			312	38.79
Wood and wooden boxes ... pieces			51,666	1,046.49
Wooden goods ... kilos	50	11.90	80	26.65
Wood pulp ... do	50,800	918.92		
Wool ... do	24,307	12,426.22	56,515	28,947.22
Woolens ... do	454	1,455.13	268	801.11
Wool grease ... do	53,010	2,189.12	358,236	13,950.13
Sewing machines ... pieces	28	1,182.62	5	525.50
Miscellaneous				875.09

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

BREMEN.

[Wm. Thos. Fee, consul.]

Articles.	July and August, 1906.		July and August, 1907.	
	Quantity.	Value.	Quantity.	Value.
Returned American goods:				
Automobiles.....pieces..	1	$4,998.00	2	$10,995.60
Apples, evaporated.....kilos..	2,115	503.38	.....	.....
Cotton tares and patches.....bundles..	.....	.....	733	6,407.20
Hats.....pieces..	.....	.....	700	183.97
Household goods.....	.....	.....	.....	349.86
Machinery.....kilos..	12,076	2,874.19	.....	.....
Whiskey.....barrels..	693	22,603.81	325	11,055.10
Miscellaneous.....pieces..	2,722	1,428.00	.....	.....
Total.....	.....	334,049.31	.....	549,236.02
Increase.....	.....	.....	.....	215,186.71

BRAKE.

[Wilhelm Clemens, consular agent.]

Articles.	July and August, 1906.		July and August, 1907.		Increase (+) or decrease (−).
	Quantity.	Value.	Quantity.	Value.	
Glassware.....mats..	111	$407.69	.....	.....	− $407.69
Linoleum.....sq. yds..	109,816	49,699.31	118,450	$58,181.60	+8,482.29
Lincrusta.....inches..	89,131		182,847		
Lithographic prints.....cases..	1	32.96	1	23.39	− 9.57
Machinery.....do....	1	226.29	.....	.....	− 226.29
Wool fat.....kilos..	4,130	761.50	6,839	1,306.81	+ 545.22
Total.....	.....	51,127.84	.....	59,511.80	.....
Increase.....	.....	.....	.....	.....	+8,383.96

BREMERHAVEN.

[John H. Schnabel, consular agent.]

Articles.	July and August, 1906.		July and August, 1907.	
	Quantity.	Value.	Quantity.	Value.
Beer.....cases..	180	$1,196.72	220	$1,519.96
Birds.....number..	6,513	845.51	8,534	1,013.67
Chemicals (potash).....kilos..	19,453	14,150.90	22,475	15,525.26
Cotton.....bales..	.....	.....	300	17,312.42
Grease (sod oil).....kilos..	17,931	1,378.60	91,561	6,756.02
Hams and sausage.....do....	.....	.....	268	146.42
Skins.....cases..	.....	.....	19	12,833.60
Whisky.....barrels..	255	7,049.08	250	7,337.86
Total.....	.....	24,620.81	.....	62,445.22

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

BRESLAU.

[Herman L. Spahr, consul.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Albums	$9,954.54	$15,776.46	$23,792.10	$11,536.31
Arsenic	2,738.67	4,387.67	2,352.15	3,872.54
Brushes	4,518.55	4,935.90	6,634.34	2,310.73
Burlap bagging			660.47	
Chemicals		7,120.93	1,313.76	363.62
Chromos and books	173.68	4,249.03	5,462.44	4,130.09
Cigarettes		336.77		142.39
Clocks	531.93	659.21	425.46	416.99
Clover seed			5,405.81	
Cotton goods	12,684.12	11,110.19	14,983.30	12,644.55
Decalcomania	3,653.42	4,288.40	2,539.73	4,408.02
Enameled ware	1,265.45	884.64		3,019.23
Flax and tow				1,146.02
Glassware	1,642.39	2,856.17	1,771.99	
Glue, gelatin, and dextrin		1,899.24	4,654.64	606.91
Iron tanks and pipes		774.07	855.90	
Leather gloves	12,203.86	22,544.29	25,000.49	26,569.36
Linen goods	22,399.84	24,457.42	35,809.91	28,959.63
Liquors		149.72	891.14	405.33
Machinery parts	347.55	399.84	2,363.49	1,097.78
Paper and paper goods	14,171.22	13,504.47	16,180.78	16,080.07
Porcelain and china	53,617.10	44,067.23	37,871.42	12,692.36
Sago	3,575.04			
Spelter, cadmium, sheet zinc	843.22	843.15	36,072.71	58,771.67
Toys	524.75		1,361.42	464.38
Willows, peeled	910.45	949.28	905.52	882.74
Woolen goods	1,683.47	2,050.22	120.96	423.53
Zinc dust	8,277.75	17,622.61	3,876.62	5,582.99
Miscellaneous	654.30	1,597.81	185.78	247.02
Total	156,371.30	187,464.72	231,492.33	196,774.26

BRUNSWICK.

[Talbot J. Albert, consul.]

Articles.	July and August—		Increase.	Decrease.
	1906.	1907.		
Animals, live	$7,551.74	$8,186.96	$635.22	
Asphalt	5,810.51	5,425.38		$385.13
Cement	6,010.61			6,010.61
Chemicals	13,954.38	23,597.03	9,642.65	
Colors	5,433.40	19,429.62	13,996.22	
Glass, optical	13,727.35	27,638.02	13,910.67	
Gloves	19,668.60	42,331.02	22,662.42	
Glove leather	8,676.92	10,170.37	1,493.45	
Instruments, scientific and optical		434.18	434.18	
Machinery	1,777.86	8,533.78	6,755.92	
Manure salts (potash)	619,820.17	592,073.37		27,746.80
Pianos	1,055.17	2,649.56	1,594.39	
Printed music	2,600.80	2,006.93		593.87
Provisions and vegetables, canned	1,087.10	1,894.88	807.78	
Rubber tubes	3,001.30	4,432.68	1,431.38	
Sausage	792.83	1,189.67	396.84	
Sausage casings	779.40	1,397.75	618.35	
Sundries	2,158.85	1,047.78		1,111.07
Woolen blankets	1,218.65	3,232.87	2,014.22	
Total	715,125.64	755,671.85	76,393.69	35,847.48
Increase			40,546.21	

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

CHEMNITZ.

[Thomas H. Norton, consul.]

Articles.	July and August—	
	1906.	1907.
Artificial flowers	$400.00	$75.05
Calfskins	6,310.00	.....
Chemicals	100.00	57.20
Cotton cloth:		
Glove	1,018.95	887.25
Unbleached	388.00	1,806.00
Cotton goods	1,040.20	.....
Dress goods	8,201.10	6,797.80
Electrical supplies	1,660.40	.....
Felt, piano	2,220.40	1,742.50
Gloves:		
Cotton	313,000.64	436,040.43
Wool	54,671.00	63,271.20
Silk	154,000.64	203,472.00
Kid	4,250.00	91,597.10
Hosiery:		
Cotton	1,086,200.00	1,274,171.12
Wool	15,898.27	16,607.16
Silk	45,630.16	37,885.00
Jewelry	779.00	3,586.25
Kitchen utensils	268.32	7,031.10
Knit goods	5,434.00	11,742.00
Knitting-machine needles	8,400.48	11,533.75
Laces	4,833.00	63,959.60
Linen goods	26,426.00	80,317.00
Machinery	44,511.20	54,040.50
Miscellaneous	27,200.10	49,064.56
Mufflers and tie goods	1,710.05	1,208.12
Musical goods	1,620.00	1,019.10
Paper:		
Fancy	4,100.10	7,375.20
Printing	159.50	675.60
Wall	390.04	337.25
Scientific instruments	3,260.96	6,241.65
Toys	33,000.90	87,646.40
Trimmings and beaded goods	8,051.10	14,720.00
Tungsten metal	1,720.00	.....
Underwear	27,340.70	35,962.00
Upholstery goods	22,140.40	24,890.24
Wire, steel	720.00	.....
Wool combing cards	1,680.60	11,410.82
Yarn	3,720.07	3,684.90
Total	1,922,456.28	2,610,855.85
Increase	.....	[a] 688,399.57

[a] Equal to 35.8 per cent.

NOTE.—In transmitting the foregoing statistical statement, Consul Norton, of Chemnitz, reports as follows:

"I would report, in connection therewith, that in making use of this statement for purposes of comparison, it is necessary to bear in mind that these statistics do not give, by any means, an adequate idea of any changes in the exportations to the United States, of the manufactured products of the consular district, which may have taken place during the past twelve months.

"Since the Executive order of June 1, 1907, became operative, the invoices of large amounts of gloves and hosiery, manufactured in and near Chemnitz, but purchased by agents in Berlin, Hamburg, and other cities—some even outside the Empire—are no longer forwarded to this office for certification, as was formerly the case.

"Per contra, as over sixty American business firms have resident agents in Chemnitz, who collect and purchase from this point a variety of wares, manufactured in all parts of the German Empire, some even in Austria, the presentation for certification of the invoices of such wares has caused a very notable increase in the total amount, value, and variety of articles listed for statistical purposes."

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

COBURG AND SONNEBERG.

[Frank Dillingham, consul-general.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Artificial glass eyes	$153.84			
Balata belting		$1,013.51	$3,776.16	$4,654.86
Baskets	2,037.32	2,988.02	4,473.00	6,007.71
Beer, brandies	3,528.36	2,957.61	4,417.03	3,806.82
Cotton textures and yarns	2,149.92	1,398.80	917.34	1,305.42
Dolls and toys	383,690.27	448,791.57	436,430.36	485,984.96
Dry colors	3,278.08	1,039.12	447.58	571.95
Glass beads	409.93	176.48	2,747.02	1,580.65
Glassware	12,560.27	20,446.95	17,065.78	12,076.71
Glove leather		2,622.18		822.79
Guns	5,082.37	5,420.45	6,692.35	3,780.04
Hardware				284.34
Machinery	95.20	167.27		
Manganese oxide	949.28	3,205.71	2,295.66	2,376.32
Marbles:				
China	1,128.74	1,516.57	3,635.12	1,037.20
Glass	2,350.45	2,008.96	2,921.75	803.13
Masks	1,583.33	5,115.89	4,002.49	3,397.57
Medicinal preparations	2,208.88	2,262.94	986.46	
Metal ware	2,567.97	2,501.16	899.59	1,820.24
Paintings on china	485.05		149.08	
Paper ware	559.88	61.99	2,852.13	3,100.30
Papier-maché ware and fancy goods	468.50	679.49	900.11	482.19
Porcelain and stoneware	220,179.26	244,564.05	245,765.25	339,524.51
Slate pencils and slates	3,951.13	1,361.57	776.56	2,000.32
Steel and iron ware	2,043.79	264.80	9,442.72	1,398.33
Wafers	264.75	264.75		518.04
Whetstones	1,252.17		43.73	95.05
Wooden ware	1,168.55	460.85	275.46	884.82
Woolens	11,902.76	15,470.39	8,104.34	6,986.67
Sundries	194.33	282.43	355.72	355.46
Total	666,244.38	767,043.51	760,372.79	885,656.40

Articles.	Total for July and August—		Increase.	Decrease.
	1906.	1907.		
Artificial glass eyes	$153.84			$153.84
Balata belting	1,013.51	$8,431.02	$7,417.51	
Baskets	5,025.34	10,480.71	5,455.37	
Beer, brandies	6,485.97	8,223.85	1,737.88	
Cotton textures and yarns	3,548.72	2,222.76		1,325.96
Dolls and toys	832,481.84	922,415.32	89,933.48	
Dry colors	4,317.20	1,019.53		3,297.67
Glass beads	586.41	4,327.67	3,741.26	
Glassware	33,007.22	29,142.49		3,864.73
Glove leather	2,622.18	822.79		1,799.39
Guns	10,502.82	10,472.39		30.43
Hardware		284.34	284.34	
Machinery	262.47			262.47
Manganese oxide	4,154.99	4,671.98	516.99	
Marbles:				
China	2,645.31	4,672.32	2,027.01	
Glass	4,359.41	3,724.88		634.53
Masks	6,699.22	7,400.06	700.84	
Medicinal preparations	4,471.82	986.46		3,485.36
Metal ware	5,069.13	2,719.83		2,349.30
Paintings on china	485.05	149.08		335.97
Paper ware	621.87	5,952.43	5,330.56	
Papier-maché ware and fancy goods	1,147.99	1,382.30	234.31	
Porcelain and stoneware	464,743.31	585,289.76	120,546.45	
Slate pencils and slates	5,312.70	2,776.88		2,535.82
Steel and iron ware	2,308.59	10,841.05	8,532.46	
Wafers	529.50	518.04		11.46
Whetstones	1,252.17	138.78		1,113.39
Wooden ware	1,629.40	1,160.28		469.12
Woolens	27,373.15	15,091.01		12,282.14
Sundries	476.76	711.18	234.42	
Total	1,433,287.89	1,646,029.19	246,692.88	33,951.58
Increase			212,741.30	

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

COLOGNE.

Detailed statistics not received from the Cologne consulate. See "Summary" for totals reported by telegram.

CREFELD.

[Joseph E. Haven, consul].

Articles.	July.		August.	
	Quantity.	Value.	Quantity.	Value.
1906.				
Boonekamp, Underberg.....gallons..	.....	.....	2,769	$5,246.89
Church goods.....pounds..	787	$526.73	.....	667.79
Cocoa butter.....do....	7,544	2,225.72	22,641	5,041.01
Cotton goods.....do....	19,270	7,917.06	18,455	3,220.13
Cotton yarn:				
Dyed.....do....	7,228	5,639.54	6,797	10,842.61
Mercerized.....do....	267	132.21	1,047	710.90
Dyestuffs.....do....	178,361	21,232.37	210,883	20,058.65
Fuses.....yards..	.....	.....	500,000	3,113.75
Machinery.....pounds..	14,473	3,766.79	1,192	2,535.81
Paper ware:				
Cigar labels.....do....	11,037	9,403.57	20,671	12,205.30
Lithographs and books.....	.....	2,363.60	.....	3,420.55
Surface-coated paper.....pounds..	57,809	4,225.05	72,939	5,426.17
Ribbons:				
All and part silk.....yards..	36,703	2,355.61	127,063	6,765.52
Velvet.....do....	68,966	4,218.92	79,389	6,302.09
Half and part silk goods.....do....	192,457	56,262.77	99,991	33,585.53
All-silk goods.....do....	7,505	3,596.36	4,565	4,644.67
Sundries.....pounds..	235	874.33	65,744	5,184.69
Spun silk.....do....	35,431	46,174.47	55,277	81,451.31
Velvets:				
All and part silk.....yards..	87,609	59,561.17	125,912	84,677.70
Cotton.....do....	18,990	4,620.70	29,312	6,589.42
Tin and pewter ware.....pounds..	51	130.06	421	693.58
Woolen cloth.....yards..	910	1,147.78	1,282	1,145.64
Total.....	.....	236,374.81	.....	303,529.71
1907.				
Boonekamp, Underberg.....gallons..	1,232	2,232.44	1,232	2,232.44
Church goods.....	.....	1,139.71	.....	1,163.34
Cocoa butter.....pounds..	.....	.....	11,153	4,091.01
Cotton goods.....do....	10,783	5,979.96	9,775	2,540.48
Cotton yarn:				
Dyed.....do....	16,433	9,765.22	10,224	7,888.70
Mercerized.....do....	8,352	5,578.68	6,012	3,922.56
Dyestuffs.....do....	292,200	31,544.58	227,045	28,397.72
Fuses.....yards..	500,000	3,358.66	500,000	3,358.66
Machinery.....pounds..	.....	6,962.15	13,900	6,613.80
Paper ware:				
Cigar labels.....do....	29,324	22,269.40	22,899	11,310.11
Lithographs and books.....do....	2,711	4,062.19	3,437	2,452.65
Surface-coated paper.....do....	105,147	7,144.29	50,071	3,679.88
Wall paper.....do....	.....	.....	3,734	556.53
Ribbons:				
All and part silk.....yards..	503,304	22,243.06	335,036	11,442.99
Velvet.....do....	256,796	7,423.59	115,001	17,655.19
Half and part silk goods.....do....	135,451	42,020.83	98,694	33,695.84
All-silk goods.....do....	7,906	3,971.51	2,714	1,226.57
Sundries.....	.....	692.13	.....	9,195.56
Spun silk.....yards...	62,723	104,315.49	.....	.....
Spun silk.....pounds..	.....	.....	53,275	89,842.04
Velvets:				
All and part silk.....yards..	233,608	113,933.12	177,569	68,880.64
Cotton.....do....	26,974	16,948.07	70,699	38,897.60
Tin and pewter ware.....pounds..	177	252.85	.....	.....
Woolen cloth.....yards..	1,354	1,213.88	687	619.45
Total.....	.....	413,051.81	.....	349,663.76

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

DRESDEN.

[T. St. John Gaffney, consul-general.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Artificial flowers	$22,100.25	$21,198.50	$37,862.75	$56,427.00
Books and pamphlets	562.25	540.25	516.50	1,972.25
Beer in casks	5,282.25	2,106.75	4,315.00	13,679.25
China and earthen ware	13,386.50	24,245.75	119,561.25	135,142.50
Cotton goods	7,443.00	5,325.25	9,092.25	9,148.00
Colors and artist's materials	3,052.00	2,318.75	1,418.00	3,073.25
Dolls and doll heads	.....	.....	8,732.25	5,824.25
Drugs and chemicals	20,047.50	37,789.50	15,290.50	21,587.25
Essential oils	797.00	739.25	.....	1,549.50
Fancy goods and toys	2,544.25	16,823.75	17,696.00	3,895.00
Felts	.....	.....	.....	263.50
Fuses, safety	3,869.00	7,001.75	6,698.50	.....
Glassware	6,103.25	7,803.00	8,335.75	9,704.25
Gimps	.....	.....	195.00	272.50
Household goods	500.00	.....	152.50	502.50
Linen goods	1,260.25	1,209.25	263.50	2,248.25
Lithographic prints	31,894.00	44,585.75	56,277.00	37,318.25
Machinery	23,508.25	17,314.75	9,299.50	22,879.50
Metal goods	9,354.75	9,602.50	14,917.00	22,884.50
Musical instruments and strings	263.75	316.00	343.00	.....
Oleographs	.....	232.25	225.00	.....
Oil paintings	.....	177.75	243.25	651.25
Paper and paper goods	1,347.00	566.50	2,855.50	5,511.50
Photographic paper	2,424.75	.....	2,148.00	975.75
Scientific instruments	268.25	844.50	1,440.00	173.75
Straw braids	855.25	908.00	1,357.25	901.25
Straw pulp	3,548.75	3,591.00	7,491.50	3,782.25
Tobacco and cigarettes	86,029.25	64,266.75	56,799.25	15,346.00
Waste rubbers	.....	.....	2,173.50	1,041.00
Woolen goods	3,130.25	1,439.25	1,794.25	1,240.75
Yarn, worsted	7,705.25	5,633.25	11,139.25	4,242.75
Sundries	608.50	584.75	.....	465.75
Total	257,885.50	277,164.75	398,633.00	382,703.50
Increase	.....	.....	140,747.50	105,538.75

DÜSSELDORF.

[P. Lieber, consul.]

Articles.	July and August—	
	1906.	1907.
Aniline and other colors	$1,921.15	$5,465.27
Artist's colors and supplies	4,624.91	3,009.27
Artificial silk	.....	106,028.50
Books	463.31	144.22
Bottles and hollow glassware	4,394.49	2,970.80
Card clothing	772.42	2,131.93
Caps and cartridges	4,792.87	1,858.52
Ceresin and other oils	9,214.31	5,626.50
Cotton and cotton-mixed goods	32,210.27	11,065.17
Cumarin	1,352.53	846.87
Enameled goods	.....	3,155.79
Ferromanganese	24,896.12	.....
Fusel oil	3,917.63	1,238.68
Hardware and cutlery	513,675.16	426,484.83
Hides, skins, etc	4,487.11	7,867.85
Machinery and parts	8,286.54	9,211.84
Miscellaneous chemicals	20,786.99	74,483.37
Paper, parchment, etc	752.46	650.74
Silk and silk-mixed goods	105,537.10	81,706.34
Steel rails, cylinders, etc	51,682.59	29,415.56
Wine and other food products	1,747.28	199.74
Woolens and worsteds	4,695.66	2,150.13
Works of art	1,699.15	2,492.10
Miscellaneous	2,187.29	9,630.38
Total	894,097.35	787,834.40

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

EIBENSTOCK.

[William C. Teichmann, consul.]

Articles.	July and August—		Increase.	Decrease.
	1906.	1907.		
Baskets	$2,951.93	$533.06		$2,418.87
Bead fringes		4,048.90	$4,048.90	
Brushes	971.81	1,075.03	103.22	
Chemical colors	1,181.77	1,147.63		34.14
Cotton hosiery	39,710.84	7,695.28		32,015.56
Embroideries	12,699.52	712.54		11,986.98
Enameled goods	31,604.23	13,757.79		17,846.44
Gloves:				
Leather	142,515.88	63,968.50		78,547.38
Cotton	2,760.67			2,760.67
Hair laces		2,046.80	2,046.80	
Laces	12,094.35	15,444.51	3,350.16	
Lace curtains	9,165.28	3,113.46		6,051.82
Leather goods	477.58			477.58
Linen goods	22,942.43			22,942.43
Machinery	692.60	2,727.32	2,034.72	
Metal goods	884.48	538.65		345.83
Miscellaneous	3,977.34			3,977.34
Musical instruments		321.30	321.30	
Paper, colored	20,432.87	20,186.65		246.22
Silk, mixed	819.61			819.61
Toys	15,549.92	6,968.59		8,581.33
Trimmings	57,948.85	20,650.37		37,298.48
Wooden goods	2,088.81	2,621.26	532.45	
Woolen goods		1,553.95	1,553.95	
Total	381,470.77	169,111.59		212,359.18

FRANKFORT.

[Richard Guenther, consul-general.]

Articles.	July and August—	
	1906.	1907.
Albums	$864.18	$261.09
Asbestos	1,975.29	4,216.06
Barytes	1,339.46	1,952.08
Beaded goods	5,252.42	5,751.38
Books	1,250.75	2,194.84
Buttons	2,213.47	
Celluloid goods	2,470.41	1,277.90
Chemicals and drugs:		
Anæsthesin		256.49
Antipyrine	6,609.75	1,511.42
Benzoic acid	16,146.63	17,258.39
Bleaching powder	5,307.64	10,116.72
Blood serum	36.65	50.64
Bronze powder	5,598.34	7,001.37
Cobalt, black oxide of	5,945.14	
Carbon, tetrachloride of	707.83	2,783.51
Coal-tar colors	362,326.64	505,874.90
Frankfort black	4,336.13	1,813.93
Migrainine	295.20	295.19
Mixing salt	606.66	199.92
Naphthol	3,136.30	19,809.20
Naphthylamine	2,138.43	
Nitrobase	1,037.08	
Orthoforme	639.61	322.18
Paranitraniline	5,352.33	7,527.36
Potash caustic	5,307.93	28,755.60
Quinine	1,659.57	876.86
Resorcine	2,136.06	
Sodium, cyanide of	4,238.55	
Tuberculine	49.87	287.98
China wares	1,495.25	6,998.05
Cigar labels	1,743.37	4,967.26
Chromos	3,388.42	616.33
Clay	22,205.90	19,111.12
Enameled wares	2,266.27	3,890.07
Fancy goods	20,205.73	42,677.35

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

FRANKFORT—Continued.

[Richard Guenther, consul-general.]

Articles.	July and August—	
	1906.	1907.
Fur, hatter's	$963.95	$397.85
Furniture	331.26	.....
Gelatin	7,248.54	33,426.52
Glue stock	2,667.74	.....
Grass seeds	.....	427.48
Hair:		
Cattle	29,459.36	9,933.99
Goat	4,771.01	4,294.04
Horse	681.35	.....
Hops	.....	.....
Household effects	3,070.40	514.51
Jewelry	21,906.11	7,228.97
Ivory wares	5,505.36	1,462.79
Laboratory goods	2,067.28	17,658.13
Leather and leather wares	83,950.88	111,121.33
Lithographic prints	16,227.49	34,137.67
Machinery	7,574.64	10,530.85
Marble blocks	2,263.64	.....
Metal wares	13,199.07	21,366.79
Mineral water	1,293.24	2,486.36
Miscellaneous	13,759.70	2,827.51
Musical instruments	3,932.09	5,399.84
Musical strings	1,145.95	1,033.75
Oil paintings	3,657.92	227.43
Optical goods	15,286.51	9,562.47
Paper:		
Decalcomania	2,772.34	3,376.63
Lithographic	3,060.11	2,437.40
Packing	32,545.20	46,809.70
Photographic	293.45	.....
Printing	8,405.14	6,504.93
Philosophical instruments	1,882.95	1,197.20
Platinum	166,021.01	200,097.70
Playing cards	213.01	.....
Portland cement	32,446.26	.....
Rags	8,460.90	1,090.70
Returned American goods	3,585.78	18,609.50
Rubber waste	20,224.36	24,682.70
Sausages	5,532.79	7,319.40
Silk, artificial	59,026.77	156,561.97
Silver wares	19,650.40	21,956.97
Skins:		
Calf	32,834.81	43,397.06
Deer	.....	.....
Goat	29,220.47	.....
Hare	37,459.83	45,610.11
Sheep	.....	.....
Soaps	6,985.50	3,508.38
Stag hooks	988.49	176.14
Steel ware	10,207.24	10,125.94
Surgical instruments	1,471.47	377.12
Textile linen	4,733.01	5,029.62
Tin, copper	.....	77,036.75
Tortoise shell	288.12	5,010.95
Toys	1,902.47	3,561.58
Valises, frames	5,194.96	7,611.20
Wicker ware	438.77	2,667.27
Wine, still and sparkling	7,901.17	4,777.57
Wood pulp	995.35	3,177.67
Wool	18,531.49	16,753.68
Total	1,264,520.37	1,692,099.16
Increase	.....	427,578.79

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

CASSEL.

[G. C. Kothe, consular agent.]

Articles.	July and August, 1906.		July and August, 1907.	
	Quantity.	Value.	Quantity.	Value.
Barytes ... kilos	563,772	$6,180.00	1,020,548	$12,042.00
Clay ... do	1,791,960	13,233.00	1,060,812	10,719.00
Phosphoric acid ... do	4,174	1,735.00	2,720	1,085.00
Dry colors ... do	38,530	1,175.00	35,457	787.00
Polishing paste ... do	426	617.00	.....	.....
Earthenware (crucibles) ... sets	48,341	1,728.00	31,906	1,014.00
Caps for bottles ... cases	27	788.00	30	807.00
Corset springs ... kilos	3,502	1,067.00	7,037	2,367.00
Enameled ware ... cases	28	348.00	.....	.....
Bell locks ... do	9	296.00	.....	.....
Linen goods ... sq. yds	.....	.....	360	365.00
Mineral water ... bottles	.....	.....	6,000	480.00
Felt shoes ... pairs	1,035	468.00	1,068	569.00
Jewelry, plated (secondhand)	.....	.....	.....	606.00
Pill boxes ... cases	6	463.00	8	584.00
Optical goods, binocles, etc ... pieces	28	580.00	50	1,164.00
Pencils ... gross	.....	.....	200	415.00
Paper, colored ... reams	118	416.00	251	857.00
Portland cement ... casks	15,391	19,193.00	.....	.....
Skins, dry (calf and goat) ... hides	4,200	4,771.00	.....	.....
Surveyor's instruments ... pieces	.....	.....	1	170.00
Thermometers, chemical ... do	635	532.00	974	854.00
Toys:				
Dolls	941	1,592.00	1,300	4,456.00
Trunks	69		.....	
Trunks and baskets	.....		615	
Total	.....	55,182.00	.....	39,371.00

WIESBADEN.

[John B. Brewer, consular agent.]

Articles.	July and August—	
	1906.	1907.
Antimony salt	$859.32	$1,368.03
Capsules for bottles	218.82	.....
Cement, Portland	20,766.96	6,138.73
Colors:		
Aniline	51,492.10	72,604.28
Black	.....	398.22
Ocher	194.06	.....
Sienna	.....	358.72
Olive green	.....	157.00
Vulcan black	286.53	.....
Curiosities	.....	100.81
Eyes, artificial	.....	1,191.14
H. acid (coal-tar product)	4,584.67	.....
Household goods	.....	1,750.14
Lime, Vienna	.....	192.92
Oil paintings	65.06	.....
Oxalate of potash	328.12	.....
Oxalic acid	5,396.25	34,496.82
Pipes, clay	2,625.51	2,299.38
Pumice stone	.....	231.00
Rat traps	125.09	.....
Selters water	562.29	515.50
Stoneware	7,518.06	4,141.31
Tartaric acid	1,147.36	3,708.90
Whetstone	704.33	1,066.24
Wines	12,629.40	14,678.29
Wood preserver	.....	782.94
Total	109,503.93	146,177.37

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

FREIBURG.

[E. T. Liefeld, consul.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Arithmometers	$99.00		$440.55	$482.20
Barytes	4,116.10	$1,278.30		2,764.10
Blanketing of wool for machines		554.45	1,191.20	628.00
Books	3,768.00	5,790.40	4,472.40	7,406.00
Buttons:				
Agate	817.40	502.55	738.20	116.75
Collar	318.40	497.35	614.90	557.40
Catalogues	577.60			
Cement, stone		164.70	400.30	
Chromos	1,232.90		486.50	785.15
Clocks, and parts of	5,520.20	12,091.85	4,611.65	7,440.70
Clocks:				
Alarm			1,217.80	
Cuckoo	1,756.35	3,137.80	3,089.85	5,635.70
Electric		231.50		
Drawing utensils	273.70			
Egg albumen	1,847.60	1,302.00		
Flowers, artificial				174.60
Glass plates	141.40	736.50	836.55	504.60
Gum			597.50	437.90
Handkerchiefs			3,573.95	
"Hecheln und Kämme"		257.20		
Hides			242.00	
Hülsenpapier			546.10	451.50
Ideal nun's cotton	2,421.75	588.80	591.70	208.75
Instruments, surgical	171.85			
Jewels			4,681.40	2,190.40
Leather, morocco	729.65	1,252.60	382.25	3,226.40
Lithographic prints		4,710.10	1,199.40	7,072.65
Machinery, and parts of	34,401.45	33,590.05	10,166.00	7,092.15
"Mercedes:"				
Auto	8,054.25			
Body		297.50		
Metal ware	163.05	111.15	126.50	410.95
Models for scientific study				510.80
Musical instruments:				
Organs	1,444.05	2,085.75	1,253.45	1,351.85
Pianos	919.90	685.85	3,044.50	773.70
Paper	268.35	208.40	2,846.90	
Boxes	618.05	176.95	570.00	821.85
Hangings	2,343.20	2,650.50	9,404.50	2,220.15
Paramente	90.30	296.75	904.70	182.55
Photographs	5,694.70	1,813.85	895.05	381.90
Pictures	145.55	105.45		167.90
Religious articles		222.25		
Ribbons:				
Silk		484.20	493.70	
Velvet	334.90	428.25	3,842.95	7,044.05
Silks	1,396.85	3,476.20	4,571.00	4,633.95
Artificial	10,779.05	1,817.25	9,109.25	12,603.80
Slides			437.60	
Starch		300.40	370.95	
Statuary		147.35		
Steel bars		397.00		
Steel wool	259.10	358.60	271.15	824.10
Tetrachlorophthalic acid			514.10	158.70
Textiles:				
Cotton	7,188.75	15,740.85	8,930.85	7,889.20
Wool	3,140.00	5,010.60	16,783.95	14,059.40
Thread, cotton	7,000.55	4,114.65	8,721.40	9,257.35
Underwear:				
Cotton	7,537.35			7,755.90
Ramie			1,009.15	1,315.05
Wine			268.15	156.10
Yarn:				
Ramie	1,020.30	768.80		435.20
Wool	106.55			
Total	119,698.15	108,384.70	114,450.00	120,129.40

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

FREIBURG—Continued.

[E. S. Liefeld, consul.]

Articles.	Total for July and August—	
	1906.	1907.
Arithmometers	$99.00	$922.75
Barytes	5,394.40	2,764.10
Blanketing of wool for machines	554.45	1,819.20
Books	9,558.40	11,878.40
Buttons:		
Agate	1,319.95	854.95
Collar	815.75	1,172.30
Catalogues	577.60	.....
Cement, stone	164.70	400.30
Chromos	1,232.90	1,271.65
Clocks, and parts of	17,612.05	12,052.35
Clocks:		
Alarm	.....	1,217.80
Cuckoo	4,894.15	8,725.55
Electric	231.50	.....
Drawing utensils	273.70	.....
Egg albumen	3,149.60	.....
Flowers, artificial	.....	174.60
Glass plates	877.90	1,341.15
Gum	.....	1,035.40
"Hechein und Kämme"	257.20	.....
Handkerchiefs	.....	3,573.95
Hides	.....	242.00
Hülsenpapier	.....	997.60
Ideal nun's cotton	3,010.55	800.45
Instruments, surgical	171.85	.....
Jewels	.....	6,871.80
Leather, morocco	1,982.25	3,608.65
Lithographic prints	4,710.10	8,272.05
Machinery	70,991.50	17,258.15
"Mercedes" auto	8,351.75	.....
Metal ware	274.20	537.45
Musical instruments:		
Organs	3,529.80	2,605.30
Pianos	1,605.75	3,818.20
Models for scientific study	.....	510.80
Paper	476.75	2,846.90
Boxes	795.00	1,301.85
Hangings	4,993.70	11,624.65
Paramente	387.05	1,087.25
Pictures	251.00	167.90
Photographs	7,508.55	1,276.95
Religious articles	222.25	.....
Ribbons:		
Silks	484.20	493.70
Velvet	763.15	10,887.00
Silks	4,873.05	9,204.95
Artificial	12,596.30	21,713.05
Statuary	147.35	.....
Slides	.....	437.60
Starch	300.40	370.95
Steel wool	617.70	1,095.25
Steel bars	397.00	.....
Textiles:		
Cotton	22,929.60	16,820.05
Wool	8,150.60	30,843.35
Tetrachlorophthalic acid	.....	672.80
Thread, cotton	11,115.20	17,978.75
Underwear:		
Cotton	7,537.35	7,755.90
Ramie	.....	2,324.20
Wine	.....	424.25
Yarn:		
Wool	106.55	.....
Ramie	1,789.10	435.20
Total	228,082.85	234,579.40

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

GLAUCHAU.

[George A. Bucklin, jr., consul.]

Articles.	July.		August.	
	Quantity.	Value.	Quantity.	Value.
1906.				
Brushes.....case..	1	$159.60	.....	.....
Blankets.....net kilos..	.....	.....	478	$360.66
Buttons, ivory.....gross..	692	296.95	774	291.75
China ware.....casks..	415	10,249.72	201	5,051.47
Dress goods.....net kilos..	35,072	64,696.54	28,213	58,884.66
Gloves, kid.....dozen..	1,449	9,475.16	1,377	9,766.47
Hosiery:				
Cotton.....do....	8,959	12,322.90	12,933	16,646.11
Silk.....do....	1,160	3,359.98	1,117	2,853.14
Lace curtains.....pairs..	8	291.05	175	874.46
Lamps, and parts of.....cases..	.....	.....	63	1,440.19
Machinery.....do....	.....	.....	1	1,213.80
Needles, machine.....net kilos..	445	275.44	80	432.89
Ramie noils.....gross kilos..	1,004	268.95	.....	.....
Scrubbing cloths.....net kilos..	959	528.48	1,491	891.76
Spoons.....gross..	.....	.....	200	200.83
Tights, silk.....dozen..	25	257.22	.....	.....
Underwear.....do....	.....	.....	152	1,421.53
Vestings, fancy.....net kilos..	185	600.62	59	169.03
Wax igniters.....gross..	400	146.75	400	146.75
Wood pulp.....gross kilos..	870	252.03	.....	.....
Yarns, cotton.....net kilos..	544	830.99	.....	.....
Total.....	.....	104,012.38	.....	100,645.50
1907.				
Buttons, thread.....gross..	.....	.....	984	214.20
China ware.....cases..	113	3,015.67	.....	.....
China ware.....casks..	.....	.....	55	1,547.45
Dress goods.....net kilos..	44,011	101,011.98	44,910	99,311.07
Gloves kid.....dozen..	175	1,211.03	364	2,964.57
Hosiery:				
Cotton.....do....	1,489	3,069.66	804	895.51
Silk.....do....	710	1,224.70	344	1,495.37
Wool.....do....	39	114.92	.....	.....
Lace curtains.....pairs..	32	476.00	60	153.31
Lamps, and parts of.....cases..	20	2,445.52	17	899.42
Machinery.....do....	18	3,622.10	14	1,553.09
Scrubbing cloths.....net kilos..	3,011	1,758.43	2,713	1,582.72
Table covers.....case..	.....	.....	1	128.47
Underwear.....dozen..	.....	.....	82	1,081.32
Vestings, fancy.....net kilos..	219	1,206.85	.....	.....
Wax igniters.....gross..	500	182.45	500	182.45
Wood pulp.....gross kilos..	870	252.03	.....	.....
Total.....	.....	119,591.34	.....	112,008.95

HAMBURG.

[E. H. L. Mummenhoff, vice-consul-general.]

Articles.	July and August—		Increase.	Decrease.
	1906.	1907.		
Animals.....	$5,450.20	$4,391.10	.....	$1,059.10
Antimony.....	116,581.44	16,172.10	.....	100,409.34
Articles returned.....	42,750.06	40,867.37	.....	1,882.69
Art works and fancy goods.....	1,230.90	.....	.....	1,230.90
Beverages, n. e. s.....	1,211.90	4,996.57	$3,784.67	.....
Biscuits.....	2,109.15	3,762.06	1,652.91	.....
Books and other printed matter.....	410.79	790.64	379.85	.....
Bristles.....	19,756.85	15,632.08	.....	4,124.77
Bulbs and pips.....	783.98	124.47	.....	659.51
Cane ware and rattan.....	104,298.60	91,783.99	.....	12,514.61
Cement, Portland.....	115,622.54	95,967.31	.....	19,655.23
Ceresin, stearin, paraffin.....	81,833.68	62,330.77	.....	19,502.91
Chemicals, drugs, dyes:				
Acid.....	145.18	18,329.09	18,183.91	.....
Alizarin and colors.....	252.04	.....	.....	252.04
Cantharides.....	2,519.94	361.76	.....	2,158.18

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

HAMBURG—Continued.

[E. H. L. Mummenhoff, vice-consul-general.]

Articles.	July and August— 1906.	July and August— 1907.	Increase.	Decrease.
Chemicals, drugs, dyes—Continued.				
Coal-tar preparations	$3,182.30	$1,588.65		$1,593.65
Coriander	14,775.75	5,280.27		9,495.48
Dyewoods, and extract of	52,668.20	44,616.67		8,051.53
Ergot of rye	15,989.55	6,717.79		9,271.76
Lycopodium		1,942.55	$1,942.55	
Medicinal flowers	2,692.25	2,378.10		314.25
Medicinal herbs and leaves	15,271.27	3,835.37		11,435.90
Medicinal roots	9,951.73	2,662.98		7,288.75
Medicinal berries, fruits, seeds	7,736.90	12,931.49	5,194.59	
Medicinal barks	97.82	409.84	312.02	
Miscellaneous	62,851.04	63,044.77	193.73	
Clocks and watches, and parts of		78.30	78.30	
Coal, coke, and charcoal		129.71	129.71	
Cocoa	3,276.07	19,333.22	16,057.15	
Butter	25,849.18	26,139.78	290.60	
Coffee		3,582.61	3,582.61	
Cork, and manufactures of		2,463.06	2,463.06	
Cotton and cotton goods	1,021.50	80,298.82	79,277.32	
Earthen, stone, and china ware	1,033.15	5,859.80	3,826.65	
Egg and other albumen	4,794.99			4,794.99
Feathers	8,271.93			8,271.93
Fertilizers	119.48			119.48
Fibers, vegetable	10,815.91	11,542.76	726.85	
Fish:				
Pickled or salted		251.33	251.33	
Other preserved and caviare	4,313.04	23,771.68	19,458.64	
Flowers	127.81	304.40	176.59	
Fruits and vegetables		2,286.47	2,286.47	
Potatoes	2,347.16	214.20		2,132.96
Preserved and juices	1,603.41			1,603.41
Glass and glassware	11,787.90	8,761.26		3,026.64
Glue	2,351.20	8,056.06	5,704.86	
Glue stock	14,107.21	29,818.07	15,710.86	
Grease, wool	2,100.59	674.25		1,426.34
Gums	1,160.00	6,228.46	5,068.46	
Gutta-percha:				
Crude	13,640.26	15,951.24	2,310.98	
Manufactured	2,945.01	3,747.07	802.06	
Hair:				
Human and animal	13,556.48	5,731.52		7,824.96
Manufactures of	2,526.37	4,604.35	2,077.98	
Hides and skins	250,363.15	334,257.67	83,894.52	
Household effects	741.61	9,296.28	8,554.67	
India rubber:				
Waste	44,091.64	95,645.30	51,553.66	
Crude	451,604.05	564,184.71	112,580.66	
Manufactures of	29,021.24	41,516.72	12,496.48	
Incandescent salts	39,779.80			39,779.80
Iron and steel	1,544.62			1,544.62
Iron, manufactures of	30,588.24	39,293.32	8,705.08	
Ivory	2,884.32	3,546.20	661.88	
Jewelry and precious stones		154.22	154.22	
Jute	33,172.68	1,364.93		31,807.75
Leather, and manufactures of	232.05	917.01	684.96	
Lithographic stones	1,804.04			1,804.04
Metals, and manufactures of (n. e. s.)	35,021.94	17,189.31		17,832.63
Minerals (mica)	12,719.91	8,651.54		4,068.37
Miscellaneous	52,652.03	122,108.99	69,456.96	
Musical and scientific instruments	8,214.81	10,983.46	2,768.65	
Oils:				
Animal	871.32	18.56		852.76
Mineral	145.89	1,359.69	1,213.80	
Fusel	38,714.51	17,536.79		21,177.72
Essential	3,186.11	1,212.85		1,973.26
Palm kernel	91,647.14	115,288.39	23,641.25	
Other vegetable	9,632.34	4,862.10		4,770.24
Ores n. e. s	13,158.07	17,231.20	4,073.13	
Paints and colors		228.24	228.24	
Paper stock, rags, and waste	120,801.90	74,743.66		46,058.24
Paper	20,724.09	18,887.44		1,836.65
Manufactured	34,902.94	45,491.80	10,588.86	
Perfumeries and cosmetics	178.50	1,156.92	978.42	
Plants		123.76	123.76	
Provisions, n. e. s	808.96	10,330.63	9,521.67	
Rennets, guts, bladders	152.08	13,750.69	13,598.61	

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

HAMBURG—Continued.

[E. H. L. Mummenhoff, vice-consul-general.]

Articles.	July and August—		Increase.	Decrease.
	1906.	1907.		
Rice	$132,739.03	$114,864.27		$17,874.76
Salt	251.09	576.20	$325.11	
Seeds	24,115.59	196,352.62	172,237.03	
Shells, and manufactures of	252.52	153.99		98.53
Silk and silk goods	1,481.55	1,313.52		168.03
Spirits	170.65	11,226.46	11,055.81	
Liquors and wines	6,128.50	4,935.64		1,192.86
Starch	3,880.35	2,881.47		998.88
Sugar	422,274.59			422,274.59
Tar and pitch	2,548.50	1,019.59		1,528.91
Tin	165,288.62	86,356.16		78,932.46
Tobacco, manufactures of	3,079.48	1,534.15		1,545.33
Varnishes	28,288.44	25,841.56		2,446.88
Wood	21,348.60	15,548.30		5,800.38
Pulp	23,904.72	194,460.28	170,555.56	
Other manufactures of	1,233.55	2,193.17	959.62	
Woolen goods		2,801.97	2,801.97	
Total	2,974,268.47	2,994,137.94	19,869.47	

CUXHAVEN.

[Geo. Starke, consular agent.]

Articles.	July and August, 1906.[a]	
	Quantity.	Value.
Cement:	*Barrels.*	
To San Francisco	6,500	$8,927.59
To Mayaguez, Porto Rico	100	229.60

[a] No exports declared for July and August, 1907.

KIEL.

[Paul Sartori, consular agent.]

Articles.	July and August—		Increase.	Decrease.
	1906.	1907.		
Bommerlunder		$359.52	$359.52	
Enameled leather	$8,860.11	5,036.11		$3,824.00
Glazing rolls		108.61	108.61	
Household goods	630.13	650.24	20.11	
Pepsin stomach bitters	481.24			481.24
Wine	337.26			337.26
Total	10,308.74	6,154.48		4,154.26

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

LÜBECK.

[Wolfgang Gaedertz, consular agent.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Apparatus for oxygen industry				$449.81
Calf hides		$11,583.12		
Enameled ironware	$3,216.28	2,050.80	$928.35	600.73
Flax waste		1,308.20		
Gum benzoin		136.03		241.50
Jute waste		321.27	309.80	307.56
Licorice roots	237.70			
Mixed old bagging	435.93	1,040.84		
New linen cuttings		540.26		
Old ropes		1,295.76		
Old rubber shoes	21,473.73	40,934.42	3,916.24	4,783.70
Preserves	605.71		555.71	2,253.67
Rags	1,140.85	687.31		
Smoked salmon	178.57			
Soap bark	206.60			
Tar		235.00		
Total	27,495.37	60,133.01	5,710.10	8,636.97
Decrease			21,785.27	51,496.04

HANOVER.

[Robert J. Thompson, consul.]

Articles.	July and August—	
	1906.	1907.
Ammunition		$1,116.81
Animals (principally birds)	$15,077.27	17,947.41
Automobile supplies	99,683.22	27,247.28
Books	6,501.64	3,391.58
Bottles	2,484.07	1,348.38
Carbon	1,725.50	36,366.40
Celluloid toys	3,369.54	3,906.37
Cement	22,056.13	21,698.00
Cigar bands and labels	4,395.72	5,165.93
Chemicals	22,727.13	30,156.82
Earth, infusorial	1,482.07	1,113.44
Filters	849.27	615.13
Fuses	4,162.88	303.25
Gin		916.80
Instruments, scientific	599.12	2,117.40
Kainit (in bulk)	66,049.85	74,227.44
Linen goods	5,244.23	613.58
Machinery	3,621.57	1,869.13
Meat products	2,891.89	2,600.16
Manure salt	14,797.43	25,606.30
Paper-maker's supplies	25,050.44	1,168.10
Rulers	2,273.41	1,040.19
Rubber goods, india	25,433.04	32,654.93
Rubber waste	4,291.92	521.36
Starch	574.40	350.40
Umbrellas	303.40	247.60
Velvets	11,274.29	21,793.73
Wool grease	6,052.00	4,402.79
Water colors	6,345.86	656.95
Miscellaneous articles	3,151.93	4,896.65
Wall paper	2,736.22	358.29
Total	356,205.44	326,418.60

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

KEHL.

[William J. Pike, consul.]

Articles.	July and August—		Increase.	Decrease.
	1906.	1907.		
Antiquities	$271.80			$271.80
Automobiles	2,856.00			2,856.00
Bristles	1,152.35			1,152.35
Bronz powder	241.70			241.70
Chemicals:				
Phosphate powder	961.45	$283.93		677.52
Potash	5,900.30			5,900.30
Pyrogallic acid	1,116.05	3,939.30	$2,823.25	
Steel blue	202.30			202.30
Enamel	222.55			222.55
Fiber	922.15			922.15
Gelatin	1,478.15			1,478.15
Glassware:				
Hollow glass	11,146.95	14,209.40	3,062.45	
Watch glasses	18,816.50	21,450.49	2,633.99	
Window glass, etc	1,732.20	3,148.03	1,415.83	
Glue	10,530.00	2,267.28		8,262.72
Goose-liver pastry	935.90	728.51		207.39
Hair nets	1,227.05	1,683.25	456.20	
Hides and skins:				
Colt skins	4,616.70			4,616.70
Hare skins	36,141.75	81,307.56	45,165.81	
Ox and cow hides	7,690.40	25,487.33	17,796.93	
Muskrat pieces	1,224.60			1,224.60
Household effects	1,056.75			1,056.75
Jewelry	31,512.65	52,425.42	20,912.77	
Cases	5,185.60	20,660.50	15,474.90	
Leather goods	3,039.35	985.32		2,054.03
Liquors (brandy and wine)	407.80	458.07	50.27	
Metal wares	863.95	6,988.50	6,124.55	
Machinery	1,235.20			1,235.20
Paper ware:				
Papier-maché goods	3,805.63	3,004.05		801.58
Paper, parchment (imitation)	528.35			528.35
Paper, wrapping	249.65	1,577.10	1,327.45	
Pencil boxes	622.10			622.10
Plush, hatter's	2,795.20	547.56		2,247.64
Postal cards	541.30	706.41	165.11	
Pottery:				
Earthenware	449.35			449.35
Faïence ware	2,061.05	1,220.62		840.43
Porcelain	125.45			125.45
Steel goods	907.05	11,732.58	10,825.53	
Tinware	1,002.50	1,152.85	150.35	
Watch springs	1,053.70	1,708.71	655.01	
Woolen goods	28,758.35	67,418.23	38,759.88	
Woolen mixed	33,392.60	34,153.01	760.41	
Miscellaneous	2,875.93	8,718.09	5,842.16	
Total	231,856.56	367,962.10	136,105.54	

LEIPZIG.

[Southard P. Warner, consul.]

Articles.	July and August—	
	1906.	1907.
Acetine	$809.42	
Bleached cotton	952.69	$315.45
Bleaching powder	12,036.93	
Books, periodicals, etc	104,123.94	106,096.45
Bristles	221,577.47	50,736.22
Carbonate of potash	4,485.99	3,917.37
Carpets		311.50
Caustic potash	11,121.35	6,660.45
Chemicals	818.11	1,016.21
China and crockery	570.03	557.61
Chromolithographs	104,141.31	187,199.11
Cocoa butter	2,022.43	4,054.44
Colors and inks	13,089.17	15,960.16
Cotton goods	528.77	1,473.55

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

LEIPZIG—Continued.

[Southard P. Warner, consul.]

Articles.	July and August—	
	1906.	1907.
Cyanide of potassium	$4,825.97	403.62
Dental supplies	.....	638.32
Designs in water colors	677.25	772.45
Drugs	6,434.83	7,022.71
Essential oils	27,030.54	32,292.05
Fancy boxes	5,135.41	1,783.64
Foot rules	843.83	363.45
Fruit juice	400.66	194.95
Furs and skins	740,381.90	564,740.20
Gloves:		
Cotton	409.15	1,377.03
Leather	.....	347.58
Horsehair	1,584.79	.....
Household goods	.....	1,411.25
India-rubber goods	5,693.02	4,790.75
Lamps	1,091.73	1,891.49
Lithographic stones	600.21	724.16
Machinery	13,129.89	16,581.38
Medical preparations	4,860.39	12,562.69
Musical instruments	5,363.61	5,681.32
Oil paintings	672.83	878.73
Oil of roses	17,005.16	5,230.62
Oxalic acid	19,593.39	17,219.61
Paper ware	36,216.48	13,848.48
Peptomangan	12,915.86	17,221.15
Permanganate of potash	945.73	.....
Piano felt	12,690.14	14,118.28
Plows	168.41	235.01
Printed music	9,317.77	8,914.26
Scientific instruments	1,909.80	975.15
Tinware	.....	385.07
Tools	2,100.20	1,187.58
Toothpicks	.....	201.97
Toys	7,220.32	6,582.28
Wall paper	496.02	236.75
Wine	.....	643.46
Wood	.....	371.35
Woolen goods	2,607.87	2,916.87
Yarns	6,599.26	.....
Total	1,425,200.03	1,128,244.18
Decrease	.....	296,955.85

GERA.

[Charles Neuer, consular agent.]

Articles.	July and August, 1906.		July and August, 1907.	
	Quantity.	Value.	Quantity.	Value.
	Cases.		*Cases.*	
Buttons, horn and ivory	12	$1,788.50	7	$1,061.61
China ware	438	9,929.28	495	11,919.25
Dress goods	718	253,232.68	904	314,045.46
Felt	.....	.....	1	366.38
Gloves, leather	50	28,472.13	54	35,015.48
Leather	1	262.90	2	1,285.84
Machinery	47	5,523.38	19	1,469.70
Musical instruments	41	3,010.15	17	1,578.74
Paper	11	1,445.98	1	419.49
Toys	5	810.03	7	1,733.28
Wine	.....	.....	7	225.91
Total	1,323	304,475.03	1,514	369,121.14
Increase	.....	.....	191	64,646.11

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

MAGDEBURG.

[Frank S. Hannah, consul.]

Articles.	July and August 1906.		July and August, 1907.		Increase (+) or decrease (−).
	Quantity.	Value.	Quantity.	Value.	
Accordions.....pieces..	439	$272.65	180	$434.74	+ $162.09
Ammonium chloride.....kilos..	.....	.....	54,689	6,057.10	+ 6,057.10
Bags, paper.....sheets..	475,940	1,104.78	102,700	144.39	− 960.39
Barytes, crude.....kilos..	610,500	1,829.50	1,980,960	10,071.07	+ 8,241.57
Birds, live.....number..	18,826	5,275.13	21,221	6,264.24	+ 989.11
Brandy, herdhausen.....bottles..	2,400	545.97	.....	.....	− 545.97
Buttons.....gross..	241	315.37	.....	.....	− 315.37
Cartridges.....pieces..	99,650	294.26	295,000	2,141.98	+ 1,847.72
Cement.....casks..	20,500	20,918.93	7,752	9,905.75	− 11,013.18
Char.....kilos..	6,504	1,145.00	20,630	3,529.73	+ 2,384.73
Chocolate.....do....	1,225	792.68	.....	.....	− 792.68
Coffee surrogate.....do....	61,800	7,170.00	25,958	3,599.11	− 3,570.89
Copper.....tons..	.....	.....	2,064	294,284.93	+294,284.93
Scale.....kilos..	33,383	11,145.05	14,428	5,911.28	− 5,233.77
Dental material.....cases..	1	1,353.38	1	1,180.41	− 172.97
Earthenware.....do....	239	3,598.20	190	2,325.36	− 1,272.84
Enameled ironware.....do....	89	1,339.01	53	517.72	− 821.29
Epsom salts.....kilos..	145,000	1,546.23	693,200	6,440.78	+ 4,894.55
Fertilizers, organic.....do....	350,150	7,663.60	200,000	4,617.20	− 3,046.40
Fireworks.....cases..	.....	.....	15	434.17	+ 434.17
Fusel oil.....kilos..	113,951	25,819.66	35,750	16,119.86	− 9,699.80
Gloves:					
Fabric.....dozen..	12,876	18,362.87	12,369	28,826.20	+ 10,463.33
Leather.....do....	40,918	203,664.33	37,199	189,402.88	− 14,261.45
Glove leather.....cases..	78	72,456.05	102	104,945.10	+ 32,489.05
Glue.....kilos..	12,787	1,446.53	.....	.....	− 1,446.53
Kainit.....do....	67,071,100	239,444.09	60,144,700	214,716.79	− 24,727.30
Kieserite.....do....	.....	.....	254,000	970.39	+ 970.39
Knives, beet-cutter.....pieces..	2,944	1,053.52	5,602	2,002.43	+ 948.91
Machinery.....kilos..	122,717	13,908.81	73,849	14,213.50	+ 304.69
Magnesium chloride.....do....	347,500	3,308.40	197,700	1,882.72	− 1,425.68
Matting, cocoa.....sq. yds..	4,438	2,158.87	767	376.04	− 1,782.83
Metal goods.....dozen pieces..	105	105.56	.....	.....	− 105.56
Oils and colors.....cases..	23	2,272.90	268	5,908.20	+ 3,635.30
Pease.....kilos..	.....	.....	5,000	272.48	+ 272.48
Pitch.....do....	58,859	2,888.13	.....	.....	− 2,888.13
Peptereate of iron.....bottles..	24	145.65	.....	.....	− 145.65
Pickled onions.....do....	.....	.....	7,560	1,460.76	+ 1,460.76
Post cards.....cards..	485,165	2,136.73	1,712,102	6,872.66	+ 4,735.93
Potato flour.....kilos..	10,035	974.77	.....	.....	− 974.77
Potash:					
Carbonate of.....do....	551,000	39,347.00	996,800	71,177.69	+ 31,830.69
Caustic.....do....	68,713	3,115.22	.....	.....	− 3,115.22
Muriate of.....do....	12,492,500	401,504.78	17,564,400	564,346.79	+162,842.01
Sulphate of.....do....	4,243,100	151,479.40	4,593,300	174,913.92	+ 23,434.52
Potassium:					
Bromide.....do....	5,987	1,821.25	27,077	8,175.87	+ 6,354.62
Cyanide.....do....	199,748	55,407.42	221,544	62,640.32	+ 7,232.90
Saccharine.....do....	.....	.....	670	715.33	+ 715.33
Salt, manure.....do....	2,038,400	101,922.91	10,256,800	122,056.04	+ 20,133.13
Sauerkraut.....hogsheads..	50	333.20	.....	.....	− 333.20
Soda, prussiate of.....kilos..	26,564	3,579.08	.....	.....	− 3,579.08
Spelter.....do....	50,000	8,594.49	.....	.....	− 8,594.49
Sugar:					
Raw.....do....	16,302,500	653,649.15	.....	.....	−653,649.15
Refined.....do....	.....	.....	87,391	5,674.88	+ 5,674.88
Seeds, flower and vegetable....do....	7,590	989.58	10,200	990.23	+ .65
Tin.....do....	138,714	114,821.17	.....	.....	−114,821.17
Urea.....do....	3,125	2,382.80	3,850	3,577.56	+ 1,194.76
Wax flowers.....pieces..	26,640	151.55	130,873	829.33	+ 677.78
Zinc dust.....kilos..	.....	.....	6,309	321.42	+ 321.42
Total.....	.....	2,195,555.61	.....	1,961,249.35	−234,306.26

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

MAINZ.

[Walter Hausing, vice-consul.]

Articles.	July.		August.	
	Quantity.	Value.	Quantity.	Value.
1906.				
Albumen.....kilos..	.....	.....	522	$2,644.36
Agate ware, opals, and other precious stones:				
Dozen.....	20,591		14,384	
Carats.....	29,233	$60,606.09	31,096	41,780.32
Grams.....	31,802		22,179	
Chemicals.....pounds..	89,647	42,512.92	50,487	22,188.94
Capsules.....pieces..	561,301	837.66	289,000	393.38
Colors.....kilos..	.....	.....	631	338.51
Diamonds and brilliants.....carats..	119	7,136.41	255	16,831.01
Earthen and glass ware.....pieces..	53,009	7,854.65	70,803	7,213.94
Fret saws.....dozen..	.....	.....	24,180	804.52
Glue.....kilos..	11,322	2,203.01	20,183	3,951.11
Grass and other seeds.....pounds..	89,575	8,668.49	5,491	754.53
Jewelry and cheap jewelry.....dozen..	88,835		2,843	
Watch chains.....do....	4,446	6,841.78	3,341	4,951.42
Watch chains.....meters..	21,149		18,725	
Leather.....dozen..	111	2,584.20	.....	1,930.50
Linen (ready household).....pieces..	.....	.....	136	206.37
Natural mineral water.....bottles..	145,800	6,330.50	56,150	3,065.58
Pearls and half pearls.....carats..	16,066	15,657.73	.....	4,492.12
Pearls and half pearls.....pieces..	398,300		214,130	
Preserved fruits and vegetables.....boxes...	2,000	912.16	.....	.....
Preserved fruits and vegetables.....glasses..	.....	.....	3,888	1,618.42
Printed books and cards.....pieces..	719,290	1,697.23	186,305	474.78
Resin pitch.....kilos..	4,965	.....	.....	.....
Steel beams.....beams..	412	4,858.48	.....	.....
Sundries:				
Sponges.....strings..	200			
Soap.....kilos..	3,750	1,143.22	.....	996.32
Old burlaps.....do....	25,471			
Tar oil.....do....	88,473	4,247.28	29,711	1,620.88
Tiles, glazed and unglazed.....do....	4,570	1,628.50	64,280	804.12
Tiles, glazed and unglazed.....pieces..	42,110		2,518	
Wine:				
Still—				
In bottles.....dozen..	2,038	24,790.00	3,853	44,040.57
In casks.....liters..	71,703		148,656	
Sparkling.....dozen..	269	3,386.99	355	2,850.87
White shellac.....kilos..	1,000	973.06	.....	.....
Total.....	.....	204,870.36	.....	163,952.57
1907.				
Albumen.....kilos..	.....	.....	4,364	3,969.29
Agate ware, opals, and other precious stones:				
Dozen.....	39,524		36,669	
Carats.....	32,249	57,693.64	25,638	42,478.49
Grams.....	20,106		43,653	
Chemicals.....pounds..	60,196	49,636.30	115,112	72,182.52
Capsules.....pieces..	80,000	155.72	.....	.....
Colors.....kilos..	1,000	501.47	.....	.....
Diamonds and brilliants.....carats..	299	18,039.54	335	17,627.79
Earthen and glass ware.....pieces..	81,467	6,396.08	20,155	2,565.60
Fret saws.....dozen..	22,356	773.81	26,836	956.50
Glue.....kilos..	9,891	1,936.15	10,897	2,133.09
Grass and other seeds.....pounds..	214,800	12,793.58	.....	.....
Jewelry and cheap jewelry.....dozen..	61,450		1,720	
Watch chains.....do....	5,158	5,039.64	7,229	10,381.79
Watch chains.....meters..	22,325		21,112	
Leather.....dozen..	169	4,594.83	.....	732.09
Linen (ready household).....pieces..	.....	.....	195	1,324.83
Natural mineral water.....bottles..	96,000	5,170.55	61,850	3,606.16
Pearls and half pearls.....carats..	24,541	18,850.54	12,129	16,406.49
Pearls and half pearls.....pieces..	72,531		792,400	
Preserved fruits and vegetables.....boxes...	3,601	1,235.98	.....	.....
Preserved fruits and vegetables.....glasses..	.....	.....	912	419.44
Printed books and cards.....pieces..	727,460	2,866.84	132,014	548.13
Resin pitch.....kilos..	2,844	465.43	.....	.....
Sundries:				
Sponges.....strings..	.....		320	
Cheese.....kilos..	1,022	830.68	.....	756.39
Varnish.....do....	.....		200	
Tar oil.....do....	118,299	5,323.51	102,145	4,442.55
Wine:				
Still—				
In bottles.....dozen..	4,136	38,196.42	2,699	40,197.52
In casks.....liters..	67,255		108,172	
Sparkling.....dozen..	493	3,445.18	319	2,310.10
Total.....	.....	233,945.89	.....	223,038.77

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

MANNHEIM.

[Samuel H. Shank, consul.]

Articles.	July and August—	
	1906.	1907.
Antique glass		$668.93
Books and calendars	$545.73	339.55
Canned vegetables		48.19
Capsules		967.37
Carpet wool	2,237.29	1,319.47
Celluloid goods	12,203.16	13,994.66
Cement	33,328.44	22,261.76
Coffee aroma	736.31	724.30
Colors:		
Alizarin	17,477.45	51,460.28
Aniline	101,578.68	107,512.35
Indigo	95,164.25	138,972.01
Ultramarine	1,869.35	
Condensed milk	192.27	435.54
Corks and cork products	3,813.55	8,062.77
Cuttings, baggings, etc	58,310.71	60,472.82
Chemicals:		
Acetin		1,075.26
Alkaloids	10,994.74	15,099.34
Aniline oil	9,232.97	
Aniline salt	18,083.46	5,467.88
Arsenferratose		194.21
Benzaldehyde	154.94	
Benzoic acid	3,370.08	8,046.78
Benzol		572.44
Benzylchloride	55.50	
Betanaphthol		1,353.89
Bisulphite	2,908.64	3,544.39
Bisulphite of soda		409.84
Blankit		864.71
Carbolic acid	13,240.10	12,730.23
Carbolineum	111.46	
Chloral hydrate		361.88
Chloride of zinc	1,501.61	
Chlorine	264.77	
Chrome alum	5,087.96	3,293.07
Chrome chloride		71.50
Cresylic acid	129.45	
Glauber salt		253.04
Hydrate of alumina		3,907.32
Medicinals	6,503.70	1,437.52
Metanitraniline		487.63
Miscellaneous	1,350.07	845.18
Muriate of ammonia	10,667.23	14,104.83
Naphthalene		661.10
Necroline	97.10	
Nitrate of baryta		2,015.00
Nitrate of strontia	3,304.60	4,507.53
Nitrite of soda	1,703.23	
Nitrosamine	372.92	
Oxide of chrome	1,089.96	
Phenole	8,426.28	14,057.98
Quinine	39,153.36	43,225.73
Resinate of manganese	170.31	288.12
Rhodanbarium		799.51
Rongalite		192.43
Sod oil		311.73
Sulfamide	5,271.17	3,319.49
Sulphate of alumina		1,113.54
Sulphate of soda	232.91	
Sulphide of sodium		934.70
Tar oil	1,765.33	3,148.39
Earthenware and stoneware	10,327.65	2,103.98
Enameled ironware	729.61	
Feathers and down	1,301.98	1,120.96
Filter pulp and materials	6,861.83	2,842.14
Gelatin	11,467.15	9,117.81
Glue	8,998.40	7,760.23
Grindstones and pumice stones	4,845.52	682.30
Hardware	501.89	1,077.58
Household goods		808.72
Instruments, scientific	5,141.62	1,870.95
Leather	58,035.00	49,603.04
Linen wear	1,643.72	
Lye		9,860.49
Machinery	20,333.83	6,752.92

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

MANNHEIM—Continued.

[Samuel H. Shank, consul.]

Articles.	July and August—	
	1906.	1907.
Mineral water	$596.95	$896.00
Miscellaneous	1,321.42	999.68
Paper	441.40	1,127.05
Hangings	205.90	1,236.64
Pencil sharpeners	.....	595.50
Plate glass	5,616.44	2,240.44
Skins:		
Calf	16,926.86	.....
Lamb	51,678.14	75,497.72
Spelt	393.15	658.28
Soot	.....	946.99
Steel beams, channels, etc	4,617.20	.....
Waste, cotton, silk, etc	52,950.75	36,212.44
Wine	7,315.83	17,921.02
Wood pulp	48,256.74	61,037.23
Total	815,375.32	844,520.15
Increase	.....	29,144.83

NEUSTADT-AN-DER-HARDT.

[Leopold Blum, consular agent.]

Aluminum goods	$2,212.39	$757.09
Bandages	1,352.50	151.49
Barytes	1,591.24	244.28
Corks and cork paper	14,206.24	51,215.34
Cotton wear	.....	204.02
Dressed dolls	.....	500.84
Earthenware	120.41	.....
Enameled wear	668.39	.....
Gun blocks and stocks	2,038.00	1,991.69
Jewelry	1,100.30	378.76
Machinery	1,341.20	1,518.14
Metal wreaths and ware	614.28	157.14
Paper	8,775.62	7,487.64
Papier-maché goods and ware	448.47	1,379.53
Rabbit skins	1,344.52	.....
Scales	399.95	239.11
Velvets	.....	2,049.95
Wines and brandies	5,437.99	9,719.38
Total	40,644.52	78,044.40
Increase	.....	37,399.88

MUNICH.

[Thomas Willing Peters, consul-general.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Antiquities	$1,723.90	$1,180.30	$3,250.00	.....
Artificial flowers	2,290.30	1,746.38	1,805.07	$2,999.92
Beer:				
In bottles	1,239.80	1,340.15	805.46	.....
In casks	11,151.94	6,849.98	12,382.99	18,085.66
Books	10,986.69	8,893.52	9,280.98	2,261.23
Bronzes	.....	180.00	.....	.....
Brushes	4,295.85	8,045.56	3,805.95	5,071.15
Candles	.....	3,349.34	.....	2,505.17
Clocks and movements	8,103.50	1,356.58	2,303.48	.....
Colors	.....	.....	174.67	693.98
Chromos	12,373.70	8,500.63	13,307.02	21,175.05
Chemical preparations	.....	225.88	.....	.....
Cheese	1,204.46	1,057.34	3,526.14	964.48
Cotton goods	231.32	.....	914.03	1,901.66

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

MUNICH—Continued.

[Thomas Willing Peters, consul-general.]

Articles.	1906.		1907.	
	July.	August.	July.	August.
Cotton thread	$801.33	$1,291.66	.....	.....
Coping saws	447.50	696.75	$248.00	$179.50
Electric lamps	.....	.....	3,906.00	2,712.50
Embroideries	720.50	2,061.80	3,654.30	1,516.95
Engravings	464.81	.....	475.00	.....
Fancy goods	.....	863.83	.....	.....
Furniture	3,625.60	26,457.90	2,755.00	1,080.00
Glassware	.....	856.58	2,724.47	.....
Household goods	5,442.50	.....	500.00	78.24
Hardware	.....	1,111.01	.....	975.00
Lithographic prints	6,699.50	4,979.82	17,127.19	9,039.37
Leather gloves	15,771.89	57,757.79	21,439.78	24,459.67
Manufactures of copper, brass, and tin	132.12	353.33	1,105.39	1,972.48
Metal paper	6,144.79	5,572.14	7,837.00	5,795.12
Machines	1,304.28	.....	.....	1,200.61
Musical instruments	749.75	1,411.03	2,353.74	1,252.04
Matches	.....	1,954.05	1,514.65	.....
Paintings:				
In oil	8,624.65	4,644.14	6,249.20	5,088.65
On glass	1,845.85	953.13	.....	2,712.89
Porcelain	.....	700.00	.....	695.00
Photographs	3,013.20	804.80	1,755.37	550.50
Paper	412.65	.....	1,047.63	2,305.55
Rubber	1,283.74	.....	.....	.....
Scientific apparatus	6,348.35	.....	4,582.90	4,604.43
Skins	602.65	.....	.....	.....
Sundries	317.05	726.06	143.64	2,840.74
Silver ware	.....	382.00	.....	.....
Stained-glass windows	2,781.81	3,235.22	3,807.06	4,365.75
Statuary	909.21	1,068.04	160.74	242.75
Shoe cream	358.90	287.65	.....	.....
Wall paper	726.25	336.34	.....	.....
Total	123,130.34	161,230.73	134,942.85	129,386.04

NUREMBERG.

[H. W. Harris, consul.]

Beer	$15,206.13	$15,593.42	$16,875.73	$12,143.41
Bronze powder, metal leaf	87,368.44	78,458.94	94,743.05	90,473.85
Brushes, bristles, hair pencils	17,036.39	11,507.33	15,489.44	19,823.45
Decalcomania	2,837.40	2,551.57	17,906.32	13,011.89
Drawing instruments	14,802.18	22,955.03	23,651.73	15,759.32
Electric carbons	10,670.23	16,518.01	7,238.20	8,564.64
Enameled ironware	6,326.83	10,424.69	6,989.96	9,789.22
Herbs, flower wafers, candles	1,498.36	2,754.59	2,759.79	3,750.94
Hops	2,117.30	962.89	2,455.34	186.22
Lead pencils	6,639.10	26,401.77	32,323.11	19,748.72
Leonic ware	10,581.34	10,245.60	14,940.86	14,991.43
Lithographic prints	9,389.85	15,107.26	28,704.59	30,578.50
Lithographic stones	15,705.27	18,599.14	6,584.28	20,282.45
Machines	3,186.10	1,463.51	6,856.23	186.83
Metal paper	3,072.64	5,748.74	10,697.70	7,629.64
Optical lenses	1,916.69	2,176.48	491.40	1,633.98
Percussion caps and cartridges	666.54	2,406.25	1,174.55	2,349.10
Plate glass	18,854.14	39,299.30	40,847.93	33,760.96
Porcelain	42,316.26	40,103.50	30,173.84	21,224.75
Soapstone gas tips	3,317.80	5,461.41	3,383.48	4,249.37
Steel needles	.....	.....	632.45	2,032.37
Tinfoil and metal capsules	510.02	1,049.00	110.86	2,880.02
Toys	206,382.48	212,937.03	288,864.03	425,838.73
Wine	.....	.....	.....	128.66
Wire of steel or brass	1,896.05	3,282.54	6,284.88	2,708.30
Woolen jackets, cotton initials	4,474.54	4,281.96	2,261.92	4,642.83
Total	486,772.08	550,289.96	662,441.67	768,369.58

NOTE.—Referring to the foregoing statistical statement Consul Harris, of Nuremberg, reports as follows:

"Of the extraordinary gain for the last quarter, $476,539 was in toy shipments alone. Except for this item the gain was about the normal gain of several years past, so far as I can determine. The gain in toys is due chiefly to the large purchasing houses located here and the consequent legalizing here since July 1 of their toy invoices. Many of these invoices include but few, if any, goods originating in this consular district."

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

PLAUEN.

[Carl Bailey Hurst, consul.]

Articles.	1906.	1907.	Increase.	Decrease.
JULY.				
Carpets, covers, and rugs	$7,556.33	$4,782.25		$2,774.08
Cotton stuffs	5,387.45	9,848.30	$4,460.85	
Dress goods:				
Cotton		585.67	585.67	
Silk		82.00	82.00	
Woolen	90,723.14	61,932.54		28,790.60
Elastic stockings		340.77	340.77	
Gloves:				
Knit or woven	451.98	13.85		438.13
Leather	416.24			416.24
Hosiery:				
Cotton	10,817.43	3,878.77		6,938.66
Woolen	2,890.74	177.81		2,712.93
Household effects		389.37	389.37	
Incandescent gas mantles	467.53			467.53
Lace curtains	2,946.47	3,413.74	467.27	
Laces and embroidered articles:				
Cambric		14,289.27	14,289.27	
Cotton	500,972.21	500,438.07		534.14
Linen	2,279.65	1,039.67		1,239.98
Silk	110,057.01	51,594.65		58,462.36
Artificial silk	6,135.25	8,204.76	2,069.51	
Laces, torchon	409.90	47.76		362.14
Machinery	8,173.35	13,253.68	5,080.35	
Measuring tapes	238.27			238.27
Miscellaneous	265.08	273.93	8.85	
Paper goods	661.06	147.63		513.43
Shawls:				
Cotton	2,148.78	1,047.75		1,101.03
Woolen	426.27	455.29	29.02	
Trimmings and gimps	116.26	1,182.67	1,066.41	
Wool grease		162.60	162.60	
Total	753,540.40	677,582.80		75,957.60
AUGUST.				
Carpets, covers, and rugs	3,092.50	5,071.66	1,979.16	
Cotton stuffs	6,770.41	3,729.82		3,040.59
Dress goods:				
Cotton	952.43	96.51		855.92
Silk		162.96	162.96	
Woolen	64,149.04	79,566.38	15,417.34	
Gloves:				
Knit or woven	326.38			326.38
Leather	1,819.14	43.58		1,775.56
Hosiery:				
Cotton	10,186.82	5,920.58		4,266.24
Woolen	1,272.64	346.51		926.13
Lace curtains	2,742.58	1,534.51		1,208.07
Laces and embroidered articles:				
Cambric		17,059.00	17,059.00	
Cotton	385,963.25	339,641.66		46,321.59
Linen	1,575.08	5,336.50	3,761.42	
Silk	68,982.60	19,505.52		49,477.08
Artificial silk	4,436.14	19,542.64	15,106.50	
Laces, torchon	69.04	68.05		.99
Machinery	4,336.05	8,290.59	3,954.54	
Measuring tapes	492.16	171.66		320.50
Miscellaneous	248.90	175.81		73.09
Paper goods	119.10	1,009.96	890.86	
Shawls:				
Cotton	2,178.84			2,178.84
Woolen	993.65			993.65
Trimmings and gimps	253.42	969.63	716.21	
Total	560,960.17	508,243.53		52,716.64
TOTAL FOR JULY AND AUGUST.				
Carpets, covers, and rugs	10,648.83	9,853.91		794.92
Cotton stuffs	12,157.86	13,578.12	1,420.26	
Dress goods:				
Cotton	952.43	682.18		270.25
Silk		244.96	244.96	
Woolen	154,872.18	141,498.92		13,373.26

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

PLAUEN—Continued.

[Carl Bailey Hurst, consul.]

Articles.	1906.	1907.	Increase.	Decrease.
TOTAL FOR JULY AND AUGUST—continued.				
Elastic stockings		$340.77	$340.77	
Gloves:				
Knit or woven	$778.36	13.85		$764.51
Leather	2,235.38	43.58		2,191.80
Hosiery:				
Cotton	21,004.25	9,799.35		11,204.90
Woolen	4,163.38	524.32		3,639.06
Household effects		389.37	389.37	
Incandescent gas mantels	467.53			467.53
Lace curtains	5,689.05	4,948.25		740.80
Laces and embroidered articles:				
Cambric		31,348.27	31,348.27	
Cotton	886,935.46	840,079.73		46,855.73
Linen	3,854.73	6,376.17	2,521.44	
Silk	179,039.61	71,100.17		107,939.44
Artificial silk	10,571.39	27,747.40	17,176.01	
Laces, torchon	478.94	115.81		363.13
Machinery	12,509.40	21,544.27	9,034.87	
Measuring tapes	730.43	171.66		558.77
Miscellaneous	513.98	449.74		64.24
Paper goods	780.16	1,157.59	377.43	
Shawls:				
Cotton	4,327.62	1,047.75		3,279.87
Woolen	1,419.92	455.29		964.63
Trimmings and gimps	369.68	2,152.30	1,782.62	
Wool grease		162.60	162.60	
Total	1,314,500.57	1,185,826.33		128,674.24

MARKNEUKIRCHEN.

[W. F. L. Fiedler, consular agent.]

JULY.				
Accordions and concertinas	$17,673.24	$19,578.71	$1,905.47	
Batons		54.28	54.28	
Bows	6,707.72	10,065.03	3,357.31	
Bow hair		614.11	614.11	
Brass instruments	1,145.73	1,512.12	366.39	
Cases for violins		353.06	353.06	
Castanets		107.03	107.03	
Chin rests		312.03	312.03	
Covers and carpets		48.55	48.55	
Double basses	967.37	733.84		$233.53
Fittings	1,146.32	3,617.41	2,471.09	
Guitars		114.24	114.24	
Harmonicas	25,518.65	12,346.58		13,172.07
Miscellaneous	3,420.01			3,420.01
Motor horns	213.12			213.12
Music desks		4.31	4.31	
Music pens		3.74	3.74	
Ocarinas	45.57	241.20	195.63	
Pitch pipes and tuning hammers		710.88	710.88	
Rosin		691.33	691.33	
Shell goods	1,503.50	1,738.97	235.47	
Spinning gut	221.60	247.71	26.11	
Strings	8,022.43	4,812.92		3,209.51
Surgical catgut		719.47	719.47	
Swabs and brushes		67.38	67.38	
Toy musical instruments		10.71	10.71	
Violins and violoncellos	14,568.00	20,047.27	5,479.27	
Wood wind instruments	1,199.79	2,488.86	1,289.07	
Wood	109.82	780.97	671.15	
Zithers	90.44	132.47	42.03	
Total	82,553.31	82,155.18		398.13
AUGUST.				
Accordions and concertinas	19,709.29	17,803.11		1,906.18
Bows	7,045.17	7,716.68	671.51	
Bow hair		580.58	580.58	
Brass instruments	620.94	1,888.32	1,267.38	
Cases for violins		199.44	199.44	
Castanets		18.50	18.50	

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

MARKNEUKIRCHEN—Continued.

[W. F. L. Fiedler, consular agent.]

Articles.	1906.	1907.	Increase.	Decrease.
AUGUST—continued.				
Chin rests		$68.45	$68.45	
Covers and carpets		1,954.22	1,954.22	
Double basses	$595.57	560.55		$35.02
Fittings	2,516.25	2,108.30		407.95
Guitars		560.55	560.55	
Harmonicas	15,545.48	13,821.88		1,723.60
Miscellaneous	3,285.09			3,285.09
Motor horns		179.30	179.30	
Ocarinas	66.95	129.79	62.84	
Pitch pipes and tuning hammers		202.91	202.91	
Rosin		245.09	245.09	
Shell goods	304.33	1,178.42	874.09	
Spinning gut	116.71	105.75		10.96
Strings	7,393.39	10,820.25	3,426.86	
Surgical catgut	240.32	480.05	239.73	
Swabs and brushes		5.38	5.38	
Toy musical instruments		33.93	33.93	
Violins and violoncellos	20,187.15	15,836.20		4,350.95
Wood wind instruments	2,690.87	1,524.54		1,166.33
Wood	633.71	341.27		292.44
Zithers	32.19	69.31	37.12	
Total	80,983.41	78,432.82		2,550.59
TOTAL FOR JULY AND AUGUST.				
Accordions and concertinas	37,382.53	37,381.82		.71
Batons		54.28	54.28	
Bows	13,752.89	17,781.71	4,028.82	
Bow hair		1,194.69	1,194.69	
Brass instruments	1,766.67	3,400.44	1,633.77	
Cases for violins		552.50	552.50	
Castanets		125.53	125.53	
Chin rests		380.48	380.48	
Covers and carpets		2,002.77	2,002.77	
Double basses	1,562.94	1,294.39		268.55
Fittings	3,662.57	5,725.71	2,063.14	
Guitars		674.84	674.84	
Harmonicas	41,064.13	26,168.46		14,895.67
Miscellaneous	6,705.10			6,705.10
Motor horns	213.12	179.30		33.82
Music desks		4.31	4.31	
Music pens		3.74	3.74	
Ocarinas	112.52	370.99	258.47	
Pitch pipes and tuning hammers		913.79	913.79	
Rosin		936.42	936.42	
Shell goods	1,807.83	2,917.39	1,109.56	
Spinning gut	338.31	353.46	15.15	
Strings	15,415.82	15,633.17	217.35	
Surgical catgut	240.32	1,199.52	959.20	
Swabs and brushes		72.76	72.76	
Toy musical instruments		44.64	44.64	
Violins and violoncellos	34,755.15	35,883.47	1,128.32	
Wood wind instruments	3,890.66	4,013.40	122.74	
Wood	743.53	1,122.24	378.71	
Zithers	122.63	201.78	79.15	
Total	163,536.72	160,588.00		2,948.72

STETTIN.

[John E. Kehl, consul.]

Articles.	July and August, 1906.		July and August, 1907.	
	Quantity.	Value.	Quantity.	Value.
Amber goods ... pounds	205	$1,472.03	230	$1,743.00
Baggings, old (scrap) ... do	308,216	4,886.65		
Cement ... do	7,286,314	24,061.60	374,680	1,309.00
Clover, Bokhara ... do			39,672	379.30
Colors (glass-dyeing stuff) ... do	276	1,376.07		
Dextrin ... do	275,000	6,674.53	38,570	1,019.52
Earthenware ... cases			36	462.76

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

STETTIN—Continued.

[John E. Kehl, consul.]

Articles.	July and August, 1906.		July and August, 1907.	
	Quantity.	Value.	Quantity.	Value.
Feldspar and quartz.....pounds..	.....	.....	85,462	$365.09
Ferromanganese.....do....	521,820	$10,888.04	.....	.....
Fire bricks and clay.....do....	44,080	580.72	.....	844.45
Glucose.....do....	9,567	246.77	.....	.....
Kegs, empty.....number..	507	200.31	1,500	202.30
Liquors.....liters ...	.....	.....	470	302.74
Liquors.....bottles..	.....	.....	600	
Oil picture.....	.....	7.2.33	.....	.....
Potato flour.....pounds..	198,360	4,318.37	143,260	2,993.13
Searchlight.....	.....	.....	1	103.91
Seeds (grass seed).....pounds..	11,120	388.67	.....	.....
Vicia villosa.....do....	42,947	2,314.63	.....	.....
Willows.....do....	16,530	580.02	.....	.....
Wood pulp.....do....	.....	.....	129,622	2,053.35
Total.....	.....	58,710.74	.....	11,778.55

DANZIG.

[E. A. Claaszen, consular agent.]

Amber.....cases..	10	$395.38	.....	.....
Books.....pieces..	4,289	268.70	675	$194.66
Cattle hair.....pounds..	11,692	1,113.60	.....	.....
Clover seed, red.....do....	.....	.....	37,028	3,404.63
Enameled hospital articles.....do....	920	179.57	18,590	1,612.95
Furniture, household.....	.....	3,570.00	.....	.....
Fusel oil.....pounds..	11,102	1,350.92	.....	.....
Machine steel knives.....pieces..	2,060	712.33	715	277.33
Matches.....gross..	5,760	1,419.61	10,500	2,477.58
Prussiate of potash.....pounds..	11,143	1,218.00	.....	.....
Raw sugar.....do....	2,031,437	80,228.17	.....	.....
Total.....	.....	90,456.28	.....	7,967.15

KÖNIGSBERG.

[Alexander Eckhardt, consular agent.]

Amber.....pounds..	3,633	$31,633.43	4,954	$44,612.91
Books.....cases..	.....	.....	4	209.44
Bristles.....pounds..	2,519	5,982.56	.....	.....
Calfskins.....do....	83,486	35,844.16	107,058	39,993.76
Carbolineum.....do....	20,073	413.99	.....	.....
Flax and tow.....do....	96,850	10,927.25	106,943	8,409.22
Glue stock.....do....	.....	11,702.99	121,658	2,628.21
Hemp.....do....	.....	.....	177,626	12,043.63
Horsehides.....pieces..	1,481	5,187.70	9,747	3,851.08
Rags.....pounds..	122,119	3,062.03	79,391	1,731.36
Seeds.....do....	675,685	27,417.97	844,709	27,620.82
Wood pulp.....do....	100,040	2,414.15	3,660,631	77,488.81
Total.....	.....	134,586.23	.....	218,589.24

STUTTGART.

[Edward Higgins, consul.]

Articles.	July.		August.	
	Quantity.	Value.	Quantity.	Value.
1906.				
Books.....dozen..	795	$2,944.30	860	$3,152.27
China ware.....do....	390	624.71	450	779.70
Clocks.....do....	1,681	11,602.70	1,357	11,237.88
Colors.....pounds..	117,984	15,900.39	100,710	14,906.33
Corsets.....dozen..	20	270.99	228	2,321.31
Cotton goods.....do....	1,266	797.46	.....	.....
Cotton waste.....pounds..	126,966	6,994.31	260,500	14,104.94
Downs.....bales..	17	3,103.02	23	2,596.56

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

STUTTGART—Continued.

[Edward Higgins, consul.]

Articles.	July.		August.	
	Quantity.	Value.	Quantity.	Value.
1906.				
Food products.....pounds..	8,112	$628.90	7,520	$840.05
Gelatin.....do....	4,122	691.34	4,122	667.54
Gloves, kid.....dozen..	441	5,232.18	352	4,840.37
Hair goods.....pounds..	136,000	11,445.06	2,920	717.20
Hops.....do....	18,640	2,516.14	8,563	1,516.41
Illustrated postal cards.....pieces..	373,500	1,456.19	221,000	850.29
Leather.....pounds..	1,370	1,873.20	1,934	1,240.97
Miscellaneous.....	.....	244.56	.....	1,257.43
Machinery and tools.....dozen..	359	5,435.13	359	6,348.85
Magnetos.....pieces..	245	12,241.94	325	11,259.58
Motor cars.....do....	7	38,699.66	7	28,161.16
Mouth harmonicas.....dozen..	23,196	22,316.63	38,567	29,708.72
Needles.....pieces..	42,982	317.73	154,789	804.38
Paper.....pounds..	21,273	2,407.75	5,600	3,728.05
Pumice stones.....do....	18,000	1,084.61	27,500	1,633.99
Surgical and scientific instruments....dozen..	1,892	8,129.85	2,050	11,536.99
Silver and plated ware.....do....	194	2,433.94	1,692	13,473.20
Sod oil.....pounds..	60,112	2,595.96	34,012	1,518.19
Toys.....dozen..	2,638	17,457.12	2,574	12,852.47
Wooden ware.....do....	764	483.05	.....	.....
Woolen and merino underwear.....do....	1,863	16,892.78	5,890	35,672.93
Total.....	.....	196,821.60	.....	217,826.85
1907.				
Books.....dozen..	1,120	4,505.12	495	1,616.85
Clocks.....do....	1,970	15,717.70	2,169	16,455.29
Colors.....pounds.	138,050	21,698.51	122,329	16,001.16
Corsets.....dozen.	79	1,028.76	275	2,979.20
Cotton waste.....pounds..	210,102	11,383.63	314,319	17,357.38
Food products.....do....	15,020	1,176.23	19,785	1,944.17
Gelatin.....do....	40,189	7,051.32	52,316	9,493.08
Gloves, kid.....dozen.	412	5,156.61	305	3,530.75
Hair goods.....pounds.	280,000	30,922.22	175,000	20,918.99
Illustrated postal cards.....pieces.	196,010	750.77	98,000	532.20
Leather.....pounds..	2,530	3,586.11	1,978	2,841.53
Miscellaneous.....	.....	1,949.65	.....	470.72
Machinery and tools.....dozen.	1,490	17,276.10	680	8,480.08
Magnetos.....pieces..	810	42,400.32	1,003	58,691.22
Motor cars.....do....	4	19,177.84	.....	.....
Mouth harmonicas.....dozen..	26,750	25,274.83	37,198	35,261.75
Needles.....pieces..	56,739	403.80	141,120	1,358.22
Paper.....pounds..	19,110	2,385.47	32,580	3,088.38
Pumice stones.....do....	18,500	1,094.32	9,000	542.31
Surgical and other instruments.....dozen..	1,901	8,302.37	1,979	9,316.51
Silver and plated ware.....do....	169	2,393.84	1,760	15,145.99
Sod oil.....pounds..	69,187	2,944.08	.....	.....
Toys.....dozen..	5,800	32,428.73	3,100	25,806.38
Wooden ware.....dozen..	921	640.57	932	659.44
Woolen and merino underwear.....do....	2,789	25,870.81	2,451	19,382.13
Total.....	.....	285,779.71	.....	272,481.17

WEIMAR.

[P. Teichmann, vice and deputy consul.]

Articles.	July and August—	
	1906.	1907.
Books.....	$8,037.46	.....
China.....	90,293.94	$[illegible],314.99
Cotton goods.....	4,843.94	1,685.75
Dyes.....	3,226.58	4,297.73
Fancy goods and toys.....	156,200.21	111,317.99
Glassware.....	6,481.06	12,398.75
Gloves.....	78,997.08	99,802.46
Hair.....	283.69	5,716.08
Leather.....	.....	6,158.24
Machinery.....	17,921.37	5,800.15
Mineral products.....	26,724.31	10,493.68
Optical goods.....	6,635.81	7,043.05
Pipes.....	918.98	1,[illegible]

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Cont'd.

WEIMAR—Continued.

[P. Teichmann, vice and deputy consul.]

Articles.	July and August—	
	1906.	1907.
Seeds and plants	7,470.85	$9,167.33
Silk goods	7,409.10	3,624.98
Stationery	6,406.54	2,530.54
Woolen goods	5,557.80	2,362.87
Sundry goods	2,144.88	3,980.50
Total	429,555.60	337,274.82

ZITTAU.

[Clarence Rice Slocum, consul.]

Articles.	1906.	1907.	Increase.	Decrease.
JULY.				
Artificial flowers	$119.20	$628.99	$509.79	
Buttons		410.86	410.86	
Cigar and spirit labels	3,592.58	6,642.69	3,050.11	
Cotton bath robes and stuffs	1,620.37	646.41		$973.96
Cotton blankets	1,926.68	1,834.66		92.02
Cotton goods:				
Household	6,752.05	13,228.51	6,476.46	
Technical purposes	145.38			145.38
Cotton trouserings	1,249.48			1,249.48
Dress goods:				
Cotton	1,412.16	1,858.50	446.34	
Cotton and wool	622.00			622.00
Linen		375.72	375.72	
Enameled hollow ware		178.33	178.33	
Glass lamps	133.31			133.31
Linen goods, household	128,573.40	110,396.76		18,176.64
Linen yarn	362.38			362.38
Machinery	3,451.02			3,451.02
Metal leaf	368.18			368.18
Pictorial post cards		1,199.73	1,199.73	
Scouring cloths	1,686.99	1,392.25		294.74
Union goods, household	11,793.23	31,628.07	19,834.84	
Vestings:				
Cotton	732.82	2,449.58	1,716.76	
Linen	1,458.01	9.75		1,448.26
Union	707.81	572.88		134.93
Woolen goods	741.65	974.25	232.60	
Total	167,448.70	174,427.94	6,979.24	
AUGUST.				
Artificial flowers		337.27	337.27	
Cigar and spirit labels	3,151.60	11,650.74	8,499.14	
Cotton bath robes and stuff	2,457.47	1,682.44		775.03
Cotton goods:				
Household	8,466.14	11,810.35	3,344.21	
Technical purposes	142.82			142.82
Cotton trouserings	1,609.56			1,609.56
Dress goods:				
Cotton	2,404.50	1,894.07		510.43
Cotton and wool	167.17			167.17
Linen	774.35	2,295.10	1,520.75	
Union		155.65	155.65	
Enameled hollow ware		334.21	334.21	
Flannelette	566.14			566.14
Household effects	500.00	238.00		262.00
Linen cuttings	1,703.54			1,703.54
Linen goods, household	100,797.96	73,949.97		26,847.99
Linen tape	446.84			446.84
Linen yarn		485.12	485.12	
Printed matter	106.26	166.60	60.34	
Scouring cloths	5,099.06	1,813.47		3,285.59
Union goods	15,471.18	19,738.36	4,267.18	
Vestings:				
Cotton	4,648.97	3,689.12		959.85
Linen	846.55	83.06		763.49
Union	2,093.77	1,339.44		754.33
Woolen goods	229.55			229.55
Total	151,683.43	131,662.97		20,020.46

Comparative statement of declared exports of merchandise to United States from the several American consular districts in Germany in July and August, 1906 and 1907—Continued.

SUMMARY.

Place.	1906.			1907.			Increase.	Decrease.
	July.	August.	Total for July and August.	July.	August.	Total for July and August.		
Aix la Chapelle	$185,864.08	$219,430.16	$405,294.24	$252,358.86	$227,836.93	$480,195.79	$74,901.55	
Annaberg	100,819.40	84,965.94	185,785.34	116,732.97	69,787.13	186,520.10	734.76	
Bamberg			294,755.30			184,997.33		$109,757.97
Barmen			995,053.91			1,004,027.23	8,973.32	
Berlin			2,487,420.00			3,495,899.15	1,008,479.15	
Sorau [a]	100,358.74	99,224.07	199,582.81	142,414.62	129,209.45	269,624.07	70,041.26	
Bremen			334,049.31			549,236.02	215,186.71	
Brake [a]			51,127.84			59,511.80	8,383.96	
Bremerhaven [a]			24,620.81			62,445.22	37,824.41	
Breslau	156,371.30	187,464.72	343,836.02	231,492.33	196,774.26	428,266.59	84,430.57	
Brunswick			715,125.64			755,671.85	40,546.21	
Chemnitz			1,922,456.28			2,610,855.85	688,399.57	
Coburg / Sonneberg [a]	666,244.38	767,043.51	1,433,287.89	760,372.79	885,656.40	1,646,029.19	212,741.30	
Cologne			833,938.00			795,050.00		38,888.00
Crefeld	236,374.81	303,529.71	539,904.52	413,051.81	349,663.76	762,715.57	222,811.05	
Dresden	257,885.50	277,164.75	535,050.25	398,633.00	382,703.50	781,336.50	246,286.25	
Düsseldorf			804,097.35			787,834.40		16,262.95
Elbenstock			381,470.77			169,111.59		212,359.18
Frankfort			1,264,520.37			1,692,099.16	427,578.79	
Cassel [a]			55,182.00			39,371.00		15,811.00
Langen [a] (no exports declared)								
Wiesbaden [a]			109,503.93			146,177.37	36,673.44	
Freiburg	119,698.15	108,384.70	228,082.85	114,450.00	120,129.40	234,579.40	6,496.55	
Glauchau	104,012.38	100,645.50	204,657.88	119,591.34	112,008.95	231,600.29	26,942.41	
Hamburg			2,974,268.47			2,994,137.94	19,869.47	
Cuxhaven [a]			9,148.19					9,148.19
Kiel [a]			10,308.74			6,154.48		4,154.26
Lübeck [a]	27,495.37	60,133.01	87,628.38	5,710.10	8,636.97	14,347.07		73,281.31
Hanover			356,205.44			326,418.60		29,786.84
Kehl			231,856.56			367,962.10	136,105.54	
Leipzig			1,425,200.03			1,128,244.18		296,955.85
Gera [a]			304,475.03			369,121.14	64,646.11	
Madgeburg			2,195,555.61			1,961,249.35		234,306.26
Mainz	204,870.36	163,952.57	368,822.93	233,945.89	223,038.77	456,984.66	88,161.73	
Mannheim			815,375.32			844,520.15	29,144.83	
Neustadt-an-der-Hardt [a]			40,644.52			78,044.40	37,399.88	
Munich	123,130.34	161,230.73	284,361.07	134,942.85	129,386.04	264,328.89		20,032.18
Nuremberg	486,772.08	550,289.96	1,037,062.04	662,441.67	768,369.58	1,430,811.25	393,749.21	

Plauen	753,540.40	560,960.17	1,314,500.57	677,582.80	508,243.53	1,185,826.33		128,674.24
Markneukirchen [a]	82,553.31	90,983.41	163,536.72	82,155.18	78,432.82	160,588.00		2,948.72
Stettin			58,710.74			11,778.55		46,932.19
Danzig [a]			90,456.28			7,967.15		82,489.13
Königsberg [a]			134,586.23			218,589.24	84,003.01	
Swinemünde [a] (no exports declared)								
Stuttgart	196,821.60	217,826.85	414,648.45	285,779.71	272,481.17	558,260.88	143,612.43	
Weimar			429,555.60			337,274.82		92,280.78
Zittau	167,448.70	151,683.43	319,132.13	174,427.94	131,662.97	306,090.91		13,041.22
Total			27,414,842.36			30,401,855.56	4,414,123.47	1,427,110.27
Increase in 1907 over 1906							[b]2,987,013.20	

[a] Agency.

[b] Or 10.9 per cent.

Comparative summary declared exports from Germany to the United States for the months of September, October, and November, 1906 and 1907.

Place.	1906.				1907.				Increase.	Decrease.
	September.	October.	November.	Total for three months.	September.	October.	November.	Total for three months.		
Aix la Chapelle	$155,698.00	$210,872.00	$157,084.00	$523,654.00	$187,026.00	$181,784.00	$144,749.00	$513,559.00		$10,095.00
Annaberg	56,966.00	49,776.00	41,564.00	148,306.00	54,922.00	38,511.00	30,010.00	123,443.00		24,863.00
Bamberg	137,727.67	163,825.36	160,109.42	461,662.44	84,713.52	100,820.64	99,297.54	284,831.70		176,830.74
Barmen	362,377.00	398,969.00	635,513.00	1,396,859.00	443,306.00	547,540.00	486,502.00	1,477,348.00	$80,489.00	
Berlin	1,251,933.00	1,235,560.00	1,194,491.00	3,681,984.00	1,451,083.00	1,568,956.00	1,134,412.00	4,154,451.00	472,467.00	
Sorau [a]	67,968.00	101,903.00	96,446.00	266,317.00	99,717.00	130,633.00	98,212.00	328,562.00	62,245.00	
Bremen	241,731.00	169,191.00	140,982.00	551,904.00	174,364.00	147,251.00	162,791.00	484,406.00		67,498.00
Brake [a]	22,565.00	26,205.00	24,003.00	72,773.00	29,205.00	23,672.00	14,147.00	67,024.00		5,749.00
Bremerhaven [a]	11,618.00	12,494.00	7,312.00	31,424.00	7,568.00	15,947.00	14,543.00	38,058.00	6,634.00	
Breslau	144,366.98	184,332.17	213,912.67	542,611.82	138,505.98	116,326.30	103,113.76	357,946.04		184,665.78
Brunswick	319,144.00	591,651.00	514,824.00	1,425,619.00	519,959.00	670,958.00	657,717.00	1,848,634.00	423,015.00	
Chemnitz	906,189.00	898,814.00	916,632.00	2,721,635.00	1,216,998.00	1,153,836.00	1,051,295.00	3,422,129.00	700,494.00	
Coburg	638,834.54	561,064.58	253,643.37	1,453,542.49	682,047.76	637,456.19	265,838.04	1,585,341.99	131,799.50	
Sonneberg [a]										
Cologne	459,395.00	447,565.00	440,720.00	1,347,680.00	340,618.00	352,185.00	309,258.00	1,002,061.00		345,619.00
Crefeld	249,241.55	242,114.24	262,117.16	753,472.95	281,383.62	272,015.60	217,538.51	770,937.73	17,464.78	
Dresden	224,535.00	388,503.00	379,379.00	992,417.00	520,257.00	540,358.00	521,244.00	1,581,859.00	589,442.00	
Düsseldorf	365,479.06	354,389.40	361,007.90	1,080,876.36	348,888.47	489,343.32	321,459.67	1,159,691.46	78,815.10	
Eibenstock	138,962.50	116,384.68	122,790.44	378,137.62	83,940.96	74,141.44	81,569.18	239,651.58		138,486.04
Frankfort	677,104.67	899,660.76	777,007.54	2,353,772.97	620,087.59	810,066.89	897,923.49	2,328,077.97		25,695.00
Cassel [a]	15,288.00	28,709.00	17,697.00	61,694.00	14,267.00	12,273.00	15,917.00	42,457.00		19,237.00
Langen [a]										
Wiesbaden [a]	62,380.47	88,853.99	65,680.59	216,915.05	77,868.14	104,584.27	62,303.18	244,755.59	27,840.54	
Freiburg	86,876.95	87,438.65	129,178.05	303,493.65	93,473.50	137,191.85	134,567.85	365,233.20	61,739.55	
Glauchau	45,241.00	59,664.00	104,564.00	209,469.00	37,589.00	36,476.00	48,857.00	122,922.00		86,547.00
Hamburg	1,453,910.00	1,640,029.00	2,071,940.00	5,165,879.00	1,282,573.00	1,513,289.00	1,417,305.00	4,213,167.00		952,712.00
Cuxhaven [a]	2,761.00		381.00	3,142.00						3,142.00
Kiel [a]	7,942.00	2,676.00	4,388.00	15,006.00	5,487.00	1,021.00	1,123.00	7,631.00		7,375.00
Lübeck [a]	18,711.00	28,444.00	17,034.00	64,189.00	16,305.00	10,441.00	7,240.00	33,986.00		30,203.00
Hanover	143,336.00	185,346.00	236,663.00	565,345.00	129,769.00	142,412.00	169,898.00	442,079.00		123,266.00
Kehl	97,941.00	98,601.00	125,087.00	321,629.00	129,136.00	201,064.00	106,480.00	436,680.00	115,051.00	
Leipzig	905,903.00	799,565.00	1,007,160.00	2,712,628.00	705,577.00	748,730.00	640,074.00	2,094,381.00		618,247.00
Gera [a]										
Magdeburg	1,518,507.46	1,540,291.86	1,489,683.54	4,548,482.86	1,182,995.68	1,226,055.47	1,039,490.97	3,448,542.12		1,099,940.74
Mainz	236,917.00	320,579.00	297,374.00	854,870.00	211,637.00	286,235.00	189,559.00	687,431.00		167,439.00
Mannheim	394,575.00	602,570.00	423,450.00	1,420,595.00	448,261.00	520,370.00	509,696.00	1,478,327.00	57,732.00	
Neustadt-an-der-Hardt [a]										
Munich	114,069.00	141,167.00	245,703.00	500,939.00	114,114.00	110,029.00	99,937.00	324,080.00		176,859.00
Nuremberg	510,344.00	625,675.00	611,582.00	1,747,601.00	777,488.00	789,395.00	617,926.00	2,184,809.00	437,208.00	
Plauen	326,707.00	276,853.00	368,244.00	971,804.00	278,856.00	244,615.00	235,095.00	758,566.00		213,238.00
Markneukirchen [a]	57,870.00	75,812.00	54,850.00	188,532.00	72,865.00	76,475.00	63,653.00	212,993.00	24,461.00	
Stettin	258,525.00	403,153.00	1,363,330.00	2,025,008.00	12,522.00	8,456.00	17,237.00	38,215.00		1,986,793.00

Danzig[a]	123,512.00	411,897.00	659,661.00	1,195,070.00	1,538.00	.....	284.00	1,822.00	.....	1,193,248.00
Königsberg[a]	117,870.00	112,200.00	110,516.00	340,586.00	82,695.00	213,952.00	164,622.00	461,269.00	120,683.00	.....
Swinemünde[a]	(b)	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stuttgart	193,000.00	218,000.00	261,008.00	672,000.00	184,000.00	246,000.00	209,000.00	639,000.00	.....	33,000.00
Weimar	195,377.00	201,825.00	128,525.00	525,727.00	116,811.00	94,662.00	96,210.00	307,683.00	.....	218,044.00
Zittau	134,912.49	128,004.64	125,599.32	388,516.45	144,296.13	133,344.14	109,439.85	387,080.12	.....	1,436.33
Totals	.....	.....	.....	45,203,769.66	.....	.....	.....	40,701,121.50	3,407,580.47	7,910,228.63
Decrease in 1907 as compared with 1906	.....	.....	.....	.....	.....	.....	.....	4,502,648.16	[c] 4,502,648.16	.....
								45,203,769.66	7,910,228.63	

[a] Agency. [b] None declared. [c] 10 per cent.

***Summary declared exports** from Germany to the United States, July to November, inclusive, years 1906 to 1907.*

Place.	1906.	1907.	Increase.	Decrease.
Aix la Chapelle	$928,948.24	$993,754.79	$64,806.55	
Annaberg	334,091.34	309,963.10		$24,128.24
Bamberg	756,417.74	469,829.03		286,588.71
Barmen	2,391,912.91	2,481,375.23	89,462.32	
Berlin	6,169,404.00	7,650,350.15	1,480,946.15	
Sorau [a]	465,899.81	598,186.07	132,286.26	
Bremen	885,953.31	1,033,642.02	147,688.71	
Brake [a]	123,900.84	126,535.80	2,634.96	
Bremerhaven [a]	56,044.81	100,503.22	44,458.41	
Breslau	886,447.84	786,212.63		100,235.21
Brunswick	2,140,744.64	2,604,305.85	463,561.21	
Chemnitz	4,644,091.28	6,032,984.85	1,388,893.57	
Coburg and Sonneberg	2,886,830.38	3,231,371.18	344,540.80	
Cologne	2,181,618.00	1,797,111.00		384,507.00
Crefeld	1,293,377.47	1,533,653.30	240,275.83	
Dresden	1,527,467.25	2,363,195.50	835,728.25	
Düsseldorf	1,884,973.71	1,947,525.86	62,552.15	
Elbenstock	759,608.39	408,763.17		350,845.22
Frankfort	3,618,293.34	4,020,177.13	401,883.79	
Cassel [a]	116,876.00	81,828.00		35,048.00
Wiesbaden [a]	326,418.98	390,932.96	64,513.98	
Langen [a b]				
Freiburg	531,576.50	599,812.60	68,236.10	
Glauchau	414,126.88	354,522.29		59,604.59
Hamburg	8,140,147.47	7,207,304.94		932,842.53
Cuxhaven [a]	12,290.19			12,290.19
Kiel [a]	25,314.74	13,785.48		11,529.26
Lübeck [a]	151,817.38	48,333.07		103,484.31
Hanover	921,550.44	768,497.60		153,052.84
Kehl	553,485.56	804,642.10	251,156.54	
Leipzig and Gera [a]	4,442,303.06	3,591,746.32		850,556.74
Magdeburg	6,744,038.47	5,409,791.47		1,334,247.00
Mainz	1,223,692.93	1,144,415.66		79,277.27
Mannheim and Neustadt [a]	2,276,614.84	2,400,891.55	124,276.71	
Munich	785,300.07	588,408.89		196,891.18
Nuremberg	2,784,663.04	3,615,620.25	830,957.21	
Plauen	2,286,304.57	1,944,392.33		341,912.24
Markneukirchen [a]	352,068.72	373,581.00	21,512.28	
Stettin	2,083,718.74	49,993.55		2,033,725.19
Danzig [a]	1,285,526.28	9,789.15		1,275,737.13
Königsberg [a]	475,172.23	679,858.24	204,686.01	
Stuttgart	1,086,648.45	1,197,200.88	110,612.43	
Weimar	955,282.60	644,957.82		310,324.78
Zittau	707,648.58	693,171.03		14,477.55
Total	72,618,612.02	71,102,977.06	7,375,670.22	8,891,305.18
Difference (decrease)		1,515,634.96	1,515,634.96	
Grand total		72,618,612.02	8,891,305.18	

[a] Agencies. [b] None declared.

The total figures for the above-mentioned five months show a decrease in 1907 of 2.1 per cent.

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60TH CONGRESS, 1st Session. } SENATE. { DOCUMENT No. 174.

PAPER RELATING TO AUXILIARY GERMAN NAVY.

Mr. HALE presented the following

PAPER RELATING TO THE AUXILIARY GERMAN NAVY.

JANUARY 21, 1908.—Referred to the Committee on Commerce and ordered to be printed.

[Exhibit H.]

AUXILIARY GERMAN NAVY—GERMAN COMMERCIAL FLEET.

Lines of steamers owned by Germans in 1890–1891 and in 1907–8 of 1,000 tons net register or over, showing number of steamers of each of the principal lines and their gross register tonnage, also for all other lines, regular traders, tramps, etc.

[Compiled from Lloyd's Register of Shipping, 1890–1891 and 1907–8.]

No.	Name of company.	Address.	1890–1.		1907–8.	
			Steamers.	Gross tonnage.	Steamers.	Gross tonnage.
1	Hamburg American Packet Co	Hamburg	39	119,004	165	911,274
2	North German Lloyd	Bremen	53	194,474	93	656,202
3	German Steamship Co., "Kosmos"	Hamburg	16	34,280	36	172,090
4	Hamburg South-American Steamship Co	do	27	60,241	39	181,310
5	German Steamship Co., "Hansa"	Bremen	19	46,262	49	232,093
6	German Australian Steamship Co	Hamburg	7	19,149	32	140,946
7	German Levante Line	do	4	7,174	29	69,503
8	Woermann Line, Kommandit Co	do	8	14,300	28	91,695
9	German East Africa Line	do	1	2,724	20	86,265
10	Robert M. Sloman & Co.[a]	do	13	25,289	14	28,641
11	Hamburg-Pacific Line, A. Kirston, Mgr	do	12	25,769		
12	Hamburg-Calcutta Line	do	4	12,171		
13	Deutsche Dampschiffs Rhederei	do	17	36,587		
14	Roland Line	Bremen			7	35,901
15	Steamship Co., "Union"	Hamburg			4	17,012
16	A. C. De Freitas & Co	do			5	11,310
17	Bremen Steamship Line, "Atlas," Limited	Bremerhaven			7	14,235
18	Oldenburg-Portuguese Steamship Co	Oldenburg			7	13,305
19	Hamburg-Bremen Africa Line	Hamburg			13	29,917
20	Steamship Co., "Argo"	Bremen			12	31,170
	Tankers (now)		12	32,653	21	73,180
	Cable Steamers				2	7,321
	Traders (tramps)		55	112,288	159	422,406
	Total		287	742,365	742	3,225,776

[a] Robert M. Sloman, jr., in 1907–8.

The total gain of steamers, 1,000 tons or over, net register 1890–1891 to 1907–8, say, 2,483,411 gross tons, was:

	Gross tons.
1. Hamburg American Packet Co	792,270
2. North German Lloyd	461,728
3. German Steamship Co., "Kosmos"	137,810
4. Hamburg South American Steamship Co	121,069
5. German Steamship Co., "Hansa"	185,831
6. German Australian Steamship Co	121,797
7. German Levante Line	62,329
8. Woermann Line, Kommandit Co	77,395
9. German East Africa Line	83,541

The above 9 prominent steamship lines gained from 1890–1891 to 1907–8 2,043,770 gross register tons.

Of the total increase in the German commercial navy for 1890–1891 to 1907–8, say, 2,483,411 tons gross register, the Hamburg American Packet Company gained 32 per cent, or 792,270 tons gross register, and the North German Lloyd gained 18 per cent, or 461,728. These two subsidized and favored Government steamship lines gained 50 per cent, or 1,253,998 tons gross register, of all the increase in the German commercial navy between 1890–1908. A majority of this tonnage was constructed with special regard to its adaptability for use as navy and army auxiliaries. The German commercial navy is officered and manned with a view to its prompt availability by the Government.

SUMMARY.

The gain in gross tons register of steamers of 1,000 tons net register or over of the German merchant navy was as follows:

	Gross tons.
1890–1891	742,365
1907–8	3,225,776
Gain, 1890 to 1908	2,483,411

The enormous profits of the Hamburg American Packet Company covering a period of ten years, 1897–1906, were as follows:

Capital stock and bonded indebtedness of the Hamburg American Packet Company	$40,500,000
Dividends paid, 78½ per cent, an average of 7.85 per cent per annum (65,325,000 marks)	15,678,000
Written off for depreciation, 87.54 per cent (147,438,275 marks)	35,385,186
Total distributed in dividends to shareholders or written off for depreciation in ten years	[a] 51,063,186

NOTE.—Above is a reprint of Exhibit H, from brief of Ward W. Pierson, on behalf of the Cosmopolitan Shipping Company, Peter Wright & Sons, general agents, *v.* The Hamburg American Packet Company et al., filed with the Interstate Commerce Commission, Washington, D. C., December 31, 1907.

Emil L. Boas[b] reviews trans-Atlantic trade of 1907 in the New York Herald, January 2, 1908:

* * * There is probably no well-established business in the world that is to-day conducted on so small a margin of profit as the ocean-transportation business * * *.

[a] This sum is equal to 126 per cent of the capital and bonded indebtedness of the Hamburg American Packet Company and was distributed to stockholders in the ten years, 1897–1906, as dividends or written off for depreciation.

[b] Mr. Boas is the resident director and general manager of the Hamburg American Packet Company in the United States.

QUERY.—From whence comes this $51,063,186 net profits in ten years upon a capital of $40,500,000 if it did not come from "ocean transportation?" Was it from subsidies? Was it from preferential freight rates on German State railways? Or was it from—what?

Fairplay (London), the highest authority upon shipping in the United Kingdom, in its issue of December 26, 1907, says:

But the active assistance of the German Government (the Kaiser himself being a large shareholder in at least one company) * * * has led to the great success of German shipping. Take the Atlantic trade, for instance; there is an immense emigrant trade from Germany, which, as was shown some time ago by the Cunard Company, was fostered by the German Government when German vessels were concerned, and every hindrance put in the way of emigrants who wished to travel by British vessels. This emigrant trade is an exceedingly profitable one, and from German ports the German companies have no competition in it. nor in the cargo trade, and they are thus able to charge more * * * .

In the same issue of Fairplay is presented a tabulated statement of German steamship companies showing gross register tonnage and book values of various fleets. Among them are those of the following lines:

	Gross tons.	Book value.
		Marks.
Hamburg American Co	926,493	159,769,463
Norddeutscher Lloyd	600,410	168,943,000

We add: It will be observed that the Hamburg American Packet Company, with a fleet with a tonnage 54 per cent greater than the North German Lloyd, has placed a book value upon its property of 9,000,000 marks less than that of the North German Lloyd.

In 1885 the German chancellor entered into an agreement for fifteen years with the North German Lloyd for a service from Germany to Australia, Japan, etc., and agreed to pay them a subsidy of over $1,000,000 per annum. In 1898, before the first contract had matured, a renewal thereof, at a somewhat higher rate of subsidy, was made for another period of fifteen years from 1900, and the Hamburg American Packet Company was made a party to this revised subsidy contract. Upon completion of contract the German Government will have paid to the North German Lloyd and (or) the Hamburg American Packet Company approximately $35,000,000 subsidy under this one agreement.

"My field is the world."—*Motto of the Hamburg American Packet Company.*

[Telegram to Herr Albert Ballin from the Kaiser.]

"Greatly pleased at your announcement of the extension of your line to West Africa. I thank you warmly. May this important national enterprise prove a blessing to the German protectorates and an honor to the Hamburg American Line.

"The future of Germany is on the sea."—*German Emperor.*

AND NOW.

Special cablegram to the Philadelphia Public Ledger:

LONDON, *January 10, 1908.*

A dispatch from Hamburg says that, with the intervention of the Kaiser, the Hamburg American and North German Lloyd Steamship lines have joined hands in a four-year agreement to fight for the trade with America. * * *

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 175.

NEED FOR INCREASE IN AMOUNT AVAILABLE FOR RENTS FOR FOREST SERVICE, 1908.

Mr. PROCTOR presented the following

LETTER FROM THE SECRETARY OF AGRICULTURE, TRANSMITTING A STATEMENT SHOWING THE NEED FOR THE INCREASE IN THE AMOUNT AVAILABLE FOR RENTS FOR THE FOREST SERVICE FOR THE PRESENT FISCAL YEAR.

JANUARY 20, 1908.—Ordered to be printed.

DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., January 20, 1908.

MY DEAR SENATOR: Your letter of January 16 is received.

I am very glad to give you the following statement showing the need for the increase in the amount available for rents for the Forest Service for the present fiscal year, which is provided for by the joint resolution:

Increase in the number of emyloyees in the Forest Service.

	With headquarters in Washington.	Located in the field.	Total.
January, 1908:			
Administrative and technical	213 } 630	1,429	2,059
Clerical and mechanical	417 }		
January, 1907:			
Administrative and technical	155 } 450	1,021	1,471
Clerical and mechanical	295 }		
Increase	180	406	586

Increase in area of national forests.

	Acres.
January 1, 1908	162,023,190
January 1, 1907	127,167,271
Increase	34,855,919

Increase in floor space in offices in Washington, D. C.

	Square feet.	Total rental.
January 1, 1908	47,027	$29,599.73
January 1, 1907	34,345	21,340.00
Increase	12,682	8,259.73

Increase in number of offices in the field (including supervisors, inspectors, engineers, and storerooms).

	Offices.
January, 1908	147
January, 1907	91
Increase	56

Amount to be expended for rent during the fiscal year 1908.

In Washington:		
Offices, Atlantic Building, 132 rooms; storerooms, Atlantic Building, 4 rooms; offices, Ouray Building, 18 rooms; timber test laboratory, 1 room; total in Washington		$29,599.73
In the field:		
Inspectors, 6 offices (9 rooms)	$2,580.00	
Supervisors in charge national forests, 134 offices (219 rooms)	19,724.50	
Storerooms for construction material and supplies and equipment	2,000.00	
Engineers, 6 offices (6 rooms)	1,700.00	
Total in the field		26,004.50
Total for rent		55,604.23

Recapitulation of offices in the field by States.

	Number of offices.	Amount.
Alaska	1	$120.00
Arizona	16	1,448.00
California	21	3,212.00
Colorado	16	4,168.00
Idaho	15	2,346.90
Minnesota	1	300.00
Montana	19	3,704.00
Nevada	6	558.00
New Mexico	11	1,732.00
Oregon	14	2,801.60
South Dakota	1	102.00
Utah	16	4,102.00
Washington	5	570.00
Wyoming	5	840.00
Total	147	26,004.50

No part of the amount expended for rent is for residences or rooms for residential purposes. The supervisors' offices are very modest, and usually consist of one or two rooms, located in a building conveniently accessible to the public, at an average monthly rental of between $10 and $15 per room. The aggregate amount for rentals according to this statement is about $4,000 less than the amount covered by the joint resolution, which additional amount, I am convinced, will be needed to cover the rent of additional offices in the field which can not now be definitely decided upon.

A few of the supervisors are occupying offices erected upon the national forests and owned by the United States, but the number of such locations is definitely limited by the need for locating at points most accessible to the users of the national forests.

The need for additional space in Washington was largely anticipated, but the greatly increased need for quarters in the field has been directly due to (1) increase in national forest area, and (2) the necessity, through increased business, of making the area under the administration of a forest supervisor considerably smaller in many cases and correspondingly increasing the number of supervisors for whom offices must be provided. This involved an increase in the accommodations of certain offices, and the establishment of new offices at points more accessible to the general public, resulting in greater convenience to the actual users of the forests. No curtailment of this increase is possible without very greatly inconveniencing the public who must transact business with forest supervisors in connection with the use of the national forests.

The change provided for by the joint resolution will not increase the amount of the appropriation already made, but will simply make it necessary to curtail expenditures in other and less important directions.

Very sincerely, yours, JAMES WILSON,
Secretary.

Hon. REDFIELD PROCTOR,
Chairman Committee on Agriculture and Forestry,
United States Senate.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 184.

ESTIMATE TO PAY AWARDS OF SPANISH TREATY CLAIMS COMMISSION, MAY 13, 1907–JANUARY 15, 1908.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A COPY OF A COMMUNICATION FROM THE PRESIDENT OF THE SPANISH TREATY CLAIMS COMMISSION SUBMITTING ESTIMATES AMOUNTING TO $52,237.75 TO PAY AWARDS OF THE COMMISSION.

JANUARY 22, 1908.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, January 20, 1908.

SIR: I have the honor to transmit herewith, for the consideration of Congress, copy of a communication from the president of the Spanish Treaty Claims Commission, of the 18th instant, submitting estimates amounting to $52,237.75 to pay awards of the Commission, as follows:

Awards of the Spanish Treaty Claims Commission.

To pay awards as follows:	
Of May 13, 1907, in favor of John F. Jova and Andrew Jova	$5,000.00
Of May 13, 1907, in favor of John F. Jova	800.00
Of May 14, 1907, in favor of The Central Tuinucu Sugar Cane Manufacturing Company	30,500.00
Of December 10, 1907, in favor of Frank Cole	99.75
Of December 10, 1907, in favor of Herminia Balsa de Fors	200.00
Of January 10, 1908, in favor of Pedro Dominguez	1,000.00
Of January 15, 1908, in favor of Stephen E. de Quesada and Eugene S. de Quesada	1,500.00
Of January 15, 1908, in favor of Enriqueta Garcia y Martin de Cazanas	9,738.00
Of January 15, 1908, in favor of Francisco Eduardo Cazanas	2,400,00
Of January 15, 1908, in favor of Francisco Eduardo Cazanas	1,000.00
	52,237.75

These awards are payable at the end of sixty days from the dates thereof if no new trials or rehearings shall have been had.

Respectfully,

GEO. B. CORTELYOU, *Secretary.*

The PRESIDENT OF THE SENATE.

SPANISH TREATY CLAIMS COMMISSION,
Washington, D. C., January 18, 1908.

SIR: Please submit an estimate to Congress as follows:

SPANISH TREATY CLAIMS COMMISSION.

To pay the awards in favor of—

John F. Jova and Andrew Jova, five thousand dollars ($5,000), of May 13, 1907.

John F. Jova, eight hundred dollars ($800), of May 13, 1907.

The Central Tuinucu Sugar Cane Manufacturing Company, thirty thousand five hundred dollars ($30,500), of May 14, 1907.

Frank Cole, ninety-nine dollars and seventy-five cents ($99.75), of December 10, 1907.

Herminia Balsa de Fors, two hundred dollars ($200), of December 10, 1907.

Pedro Dominguez, one thousand dollars ($1,000), of January 10, 1908.

Stephen E. de Quesada and Eugene S. de Quesada, one thousand five hundred dollars ($1,500), of January 15, 1908.

Enriqueta Garcia y Martin de Cazanas, nine thousand seven hundred and thirty-eight dollars ($9,738), of January 15, 1908.

Francisco Eduardo Cazanas, two thousand four hundred dollars ($2,400), of January 15, 1908.

Francisco Eduardo Cazanas, one thousand dollars ($1,000), of January 15, 1908.

at the end of sixty (60) days from the dates of said awards if no new trials or rehearings shall have been had.

Very respectfully,

JAMES P. WOOD,
President of the Commission.

The SECRETARY OF THE TREASURY.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 186.

COST OF TWO SUBMARINE TORPEDO BOATS FOR PUGET SOUND AND ONE FOR GRAYS HARBOR, WASHINGTON.

LETTER

FROM

THE SECRETARY OF THE NAVY,

SUBMITTING

A REPORT AS TO THE COST OF TWO SUBMARINE TORPEDO BOATS TO BE STATIONED ON PUGET SOUND AND ONE SUBMARINE TORPEDO BOAT TO BE STATIONED AT GRAYS HARBOR, IN THE STATE OF WASHINGTON.

JANUARY 23, 1908.—Referred to the Committee on Naval Affairs and ordered to be printed.

NAVY DEPARTMENT,
Washington, January 21, 1908.

SIR: I have the honor to submit the following report prepared in response to a resolution passed by the Senate January 13, 1908, which resolution reads:

Resolved, That the Secretary of the Navy be, and he is hereby, directed to cause to be made a report to the Senate as to the cost of two submarine torpedo boats to be stationed on Puget Sound and one submarine torpedo boat to be stationed at Grays Harbor, State of Washington, and whether in his opinion such submarine torpedo boats are necessary for the proper protection of the waters heretofore named.

The board on construction, having been called upon for prompt report as to the cost of the proposed submarine torpedo boats to be stationed, respectively, in Puget Sound and Grays Harbor, State of Washington, says:

The contract price of submarine torpedo boats recently contracted for by the Department is as follows:

For each of three submarine torpedo boats of about 340 tons displacement. $360,000
For each of four submarine torpedo boats of about 270 tons displacement.. 285,000

These boats are being constructed at Quincy, Mass., and the contract provides that they shall be delivered "on the Atlantic coast of the United States at such port as may be designated by the Secretary of the Navy."

Since the construction of submarine vessels is a more or less specialized industry, involving the use of patented rights and the supervision of experts having authority to employ those patent rights, the construction of such vessels on the Pacific coast of

the United States would involve a substantial increase in cost over that due to such differences in cost of labor and material as may be incident to local conditions on that coast.

The board is therefore of the opinion that the construction of "two submarine torpedo boats to be stationed on Puget Sound and one submarine torpedo boat to be stationed at Grays Harbor, State of Washington," could be most expeditiously effected by having these boats built or assembled at some port on Puget Sound.

For the reasons above stated, the board is of the opinion that in estimating the cost of construction on the Pacific coast of the United States of three submarine torpedo boats, equal in all respects to the best boat now under contract for the United States Navy, an estimate of $378,000 for each boat should be submitted to Congress to cover the cost of construction of said boats.

In the remarks of the board on construction above quoted I concur.

Responding to the inquiry contained in the second clause of the resolution as to whether in my opinion the torpedo boats suggested "are necessary for the proper protection of the waters heretofore named," I have to state that this question is one that can not without difficulty be answered in general terms. Assuming the possibility of war, it would be a gross violation of the first principles of strategy for any nation to send a strong naval expedition to operate at a great distance from its resources of supply and repair until the main battle fleet of the United States had been reduced; and since our battle fleet is superior to that of any probable enemy on the Pacific, the theater of war might not be expected to reach the coast for an indefinite time. In case of war the only operations which would probably affect the coast would be in the nature of raids by small forces which would doubtless have an unimportant bearing on the outcome of the war.

The resolution specifies torpedo boats "to be stationed on Puget Sound" and "at Grays Harbor, State of Washington." It is most inadvisable that any appropriations be made by the Congress for naval vessels to be constructed for exclusive employment in any specified locality, as herein proposed. All naval vessels should be available for service at large, and the power of directing the place and manner of employment should not be restricted. A policy of local restriction would result in a serious weakening of the nation's power of offense and defense, and it is most earnestly advised that such policy be not adopted.

In my report for the present year recommendation is made for the construction of four new submarines. This recommendation was made in consideration of the policy of keeping naval expenditures within the lowest reasonable limits necessary to meet the urgent needs of the service. Whether this number should be increased is a matter within the discretion of the Congress.

Very respectfully,

V. H. METCALF, *Secretary.*

The PRESIDENT OF THE SENATE.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 202.

MEMORIAL OF CHINA AND JAPAN TRADING COMPANY (LIMITED).

Mr. KEAN presented the following

MEMORIAL OF THE CHINA AND JAPAN TRADING COMPANY (LIMITED), OF NEW YORK CITY; TO ACCOMPANY S 4449.

JANUARY 27, 1908.—Referred to the Committee on Foreign Relations and ordered to be printed.

To the Senate and House of Representatives of the United States of America in Congress assembled:

Your memorialist respectfully represents as follows:

That the China and Japan Trading Company (Limited) an American corporation, owned and managed by American citizens, for more than sixty years engaged in shipping American goods to China and selling them there, were sufferers of a very heavy money loss in China in 1900 and 1901 because of the Boxer outbreak, which was expressly directed against foreigners and foreign goods, an attack for the damage occasioned by which it has been admitted the Chinese Government is liable, as public records show.

This company had, about twenty-four years before the Boxer troubles, established, as pioneers in the trade, an important business in American cotton goods in China. This business had then become and still is the most important export trade which the United States has in cotton goods. It was established by this company, in strong competition with English and German manufacturers and traders, and has been the chief cause of the building and progress of a number of American cotton mills. To carry on this in competition with European rivals required the keeping on hand in China, by this company, of a large stock of American goods. In the ordinary course of trade the company had at the date of the Boxer outbreak its usual quantity of such goods at Shanghai. The effect of the outbreak was to paralyze its trade and prevent the movement and sale of its goods, subjecting the company to heavy carrying charges and great depreciation of values.

After order had been restored in China by the armed intervention of the Powers a conference of the representatives was assembled

at Peking and the payment of indemnities was imposed upon China to reimburse the Governments for their outlay in military and naval operations and their citizens for losses and damages. In January, 1902, the Department of State instructed the American minister at Peking to designate one person from the legation and one from the consular service to investigate the claims of American citizens and determine what amount should be allowed in each case. The minister selected the second secretary of legation, Mr. Bainbridge, and the consul-general at Tientsin, Mr. Ragsdale, and to them this company's representative at Shanghai submitted our claim for $559,285.48.

This amount is made up as follows:

Depreciation of American cotton goods on hand		$239,775.49
Carrying charges during the period of disturbance and delay, viz:		
Interest, consisting of the sums paid to banks in the United States and China to carry loans on specific consignments of goods	$256,050.76	
Storage	47,186.77	
Fire insurance	16,272.46	
		319,509.99
		559,285.48
On October 15, 1902, Mr. Bainbridge and Mr. Ragsdale recommended the allowance of the fire insurance paid and part of the storage, amounting to	45,695.00	
together with interest on said sum from May 1, 1901, and the disallowance of the remainder.		
Subsequently the Department of State, upon proof that the balance of the storage was disallowed because of a misunderstanding of the facts, allowed the same, amounting to	17,917.74	
together with interest on said sum.		
Making paid in all		63,612.74
And leaving unpaid of the claim		495,672.74

being the remainder of the carrying charges paid by this company, consisting of interest above specified, as well as the whole of its loss by depreciation of its stock on hand. Of the actuality of the losses so remaining without indemnity, and of the fact that they were entirely due to the attack on American trade, no question has been or can be made.

There was not at any time the remotest chance of avoiding the loss, or any part of it. The goods were made to order for the North China market, and by their character, branding, and packing were unsuitable for any other market, and were not salable anywhere outside of that part of China in which the trade in them had been established. In the establishment of that trade, which has reached large proportions, this company was the pioneer and has always occupied the leading position. This company has not confined its business to orders and contracts obtained previous to shipment—always an ineffective proceeding—but has conducted a foreign jobbing business, anticipating the wants of the China markets, sending new goods there, forcing them into competition with European goods already occupying the field, and winning the trade on the merits of the American cloth. The share of the United States in the importations into China could not for years to come have been so large had not

those methods been pursued, nor can such trade be successful in future unless Americans are safe in carrying their goods in stock in China. The maintaining of this foreign trade is vital to the cotton spinning and weaving industries of the United States, particularly to New England and those Southern States rapidly advancing in the manufacture of cotton. There is a continuing condition of unrest in China, as seen, for instance, in the Chinese boycott of American goods in 1905, and this condition makes it necessary that American manufacturers and merchants should know whether or not Americans are to receive from their Government the protection which their European competitors have received and are receiving.

The rulings of the State Department in its consideration of this claim are of great interest to all American manufacturers and merchants. It approved the recommendation of Mr. Bainbridge and Mr. Ragsdale, that, because the company did not have in advance contracts in China for the sale of its goods, no allowance should be made for the extraordinary losses incurred for carrying charges other than storage and fire insurance on the usual quantities of goods which the company had on hand in the regular course of its business, and which by the admitted fault of the Chinese Government had been subject to detention and loss of sale, nor for the depreciation of value of such goods; the denial being in effect that merely because the company were jobbers and not brokers it must be remediless.

This administrative decision of the Department the company respectfully insists is exceedingly unfair and unjust, and it asks relief in some suitable form from Congress. The whole question of the Boxer outbreak, and the resulting military movements and the indemnity money exacted from China, has been submitted by the Executive for consideration, with the recommendation that more than one-half of the $25,000,000 be remitted to China as not being justly due either to the United States Government or its citizens.

May not this company respectfully ask that in connection with the remission proposed there shall be provided a future examination of its claim and an equitable and full indemnity given to it for its actual and unmistakable losses, the facts of which it asks the privilege of submitting upon petition to the Court of Claims, or some other tribunal that may be provided by law?

The company further wishes to state the facts showing that due diligence has been used in the presentation and prosecution of its claim; so that no laches can be imputed to it as a reason for not receiving and carefully and candidly considering its present petition.

The findings of Mr. Bainbridge and Mr. Ragsdale are dated at Tientsin, China, October 15, 1902. The company's request to the Department of State for a review of the recommendation is dated February 17, 1903. On April 13, 1903, the Department declined to change the theory upon which those findings had been reached, but allowed the company to procure evidence from China with which to correct certain alleged misunderstandings as to facts, and this work required considerable time. By April 25, 1905, however, the evidence was procured and the correction was made, but the Department declined to modify the basis of the findings or to consider the principal items of the claim, and thereupon it seemed to the officers of the

company that there was nothing further that it could do at that time. Comparatively little of the indemnity money had then been actually received from China. There was no court to which the company could apply, nor could it then appeal to Congress, because the question was not in any way then pending before Congress. But on June 20 last, having seen in the public press a statement that it was expected that the Department would ask permission of Congress to return a considerable part of the fund, the company applied to the Department of State to have its case further considered and was met with a refusal on July 23, 1907. As soon as the President in his message to Congress in December, 1907, referred to the subject the company began to take measures to bring the case before Congress, and prepared to ask the passage of a resolution calling for all pertinent documents in the case, but on the 9th day of January the joint resolution for a remission of the indemnity moneys to China was introduced in the Senate, and while the company's request for the passage of the resolution of inquiry rested in the hands of a member of the committee, the joint resolution was reported on the 14th and passed the Senate on the 15th, before the company had any time to formally present its case.

Under these circumstances, the company respectfully asserts that there has been no delay on its part which should in the slightest degree hinder or prevent the consideration without prejudice of its prayer for equity and justice from the Government of the United States toward diligent and deserving American citizens.

If Congress shall do full justice to the American merchants, that is, shall restore them to the position they were entitled to by justice and equity, and shall see that their direct losses and expenses are met out of this fund, the amount proposed to be returned to China will be diminished by only a small percentage, but the position and courage of the American exporter and manufacturer, and the respect in which Americans are held among the Oriental peoples, will be strengthened and secured. It will be most unfortunate if it is advertised that Americans can not trade in foreign ports with the same assurance of safety as Germans or Englishmen, and that any American whose ambitions extend beyond a small limited order business must seek the protection of a European flag.

CHINA AND JAPAN TRADING COMPANY, LIMITED,
By ROBERT CHRISTIE, *Vice-President.*
HOWARD AYRES, *Secretary.*

NEW YORK, *January 24, 1908.*

A BILL

FOR THE RELIEF OF THE CHINA AND JAPAN TRADING COMPANY, LIMITED, OF NEW YORK CITY.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That upon the petition of the China and Japan Trading Company, Limited, of New York City, the Court of Claims shall receive evidence showing the

damages suffered by said company during the so-called Boxer disturbances in China in the years nineteen hundred and nineteen hundred and one by reason of the detention and depreciation of its merchandise, for which damages the Government of China was adjudged by the joint powers to be liable, and upon which partial amounts were afterwards allowed and payment made to said company by the Department of State, and said court is hereby authorized to render judgment for the amount of the actual losses so suffered by the company, such judgment to be fully and substantially compensatory, excluding all merely speculative or imaginary claims or elements of damage; and the amount of any such judgment shall be paid out of the proceeds of the indemnity moneys received by the United States from China in accordance with the agreement of the joint powers on June fourteenth, nineteen hundred and two.

[Senate Bill No. 4449, introduced January 27, 1908.]

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 204.

POSTAL LAWS AND REGULATIONS PERTAINING TO SECOND-CLASS MAIL MATTER.

Mr. STONE presented the following

LETTER FROM THE THIRD ASSISTANT POSTMASTER-GENERAL TRANSMITTING A PAMPHLET CONTAINING A COMPILATION OF THE POSTAL LAWS AND REGULATIONS PERTAINING TO THE SECOND CLASS OF MAIL MATTER.

JANUARY 28, 1908.—Ordered to be printed.

POST-OFFICE DEPARTMENT,
THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, January 7, 1908.

MY DEAR SENATOR: In response to your letter of the 4th instant, I have the honor to inclose herewith a pamphlet containing a compilation of the Postal Laws and Regulations Pertaining to the Second Class of Mail Matter. The ruling in regard to credit subscriptions, referred to by you, will be found in paragraph 3, section 436, on page 10. This ruling does not, as your informants say, require postage at the third-class rate to be paid on copies of publications sent to subscribers who are delinquent more than one year. It merely holds that persons whose subscriptions have expired may not be counted in the legitimate list of subscribers unless the subscriptions are renewed within a certain time limit, which varies according to the frequency of issue of the publication. After that time limit has expired, copies sent to them may not be mailed at the pound rate of postage, but will be chargeable with the transient second-class rate, which is 1 cent for each 4 ounces or fraction thereof, on each separately addressed copy or package of unaddressed copies, to be prepaid by stamps affixed.

I also inclose copies of a circular of instructions to postmasters relative to the policy to be pursued with respect to expired subscriptions and an address delivered before the national convention of postmasters of first-class offices, held at Erie, Pa., in August last. I think that a persual of these papers will assure you that the Post-Office Department is not at all hostile to legitimate publishers. The fact of the matter is that great abuses of the second-class mailing privilege have arisen in the past through the carrying of expired subscriptions to an unlimited extent and the mailing of sample copies based thereon. The new regulations were framed to cure these abuses, and it is believed that they are clearly within the law and therefore competent for the

Postmaster-General to make. Their legality has been passed upon by the law officer for the Department and other lawyers.

As you are aware, regulations must meet the whole situation; they can not be framed to cover specific instances. However, it is not the desire or intention of the Department to embarrass the business of any legitimate publisher. The purpose is to reach the real flagrant abuses of the second-class mailing privilege. Every courtesy and consideration will be shown to the legitimate publisher who endeavors to conform to the new conditions, and it is not believed that any such will be adversely affected.

The Post-Office Department is receiving hundreds of letters of approval of the new regulations to one of protest. Many of those who protested at the outset have, after being informed as to the attitude of the Department, strongly indorsed the new regulations.

Respectfully,

A. L. LAWSHE,
Third Assistant Postmaster-General.

Hon. WILLIAM J. STONE,
United States Senate, Washington, D. C.

POSTAL REQUIREMENTS CONCERNING NEWSPAPER CREDITS.

Paragraph 3, section 436, of the Postal Laws and Regulations Pertaining to the Second-Class of Mail Matter, promulgated by authority of the Postmaster-General, January 1, 1908, states:

3. A reasonable time will be allowed publishers to secure renewals of subscriptions, but unless subscriptions are expressly renewed after the term for which they are paid, within the following periods: Dailies, within three months; triweeklies, within six months; semiweeklies, within nine months; weeklies, within one year; semimonthlies, within three months; monthlies, within four months; bimonthlies, within six months; quarterlies, within six months; they shall not be counted in the legitimate list of subscribers, and copies mailed on account thereof shall not be accepted for mailing at the second-class postage rate of 1 cent a pound, but may be mailed at the transient second-class postage rate of 1 cent for each 4 ounces or fraction thereof, prepaid by stamps affixed. The right of a publisher to extend credit for subscriptions to his publication is not denied or questioned, but his compliance or noncompliance with this regulation will be taken into consideration in determining whether the publication is entitled to transmission at the second-class postage rates.

POST-OFFICE DEPARTMENT,
THIRD ASSISTANT POSTMASTER-GENERAL,
DIVISION OF CLASSIFICATION,
Washington, —, ———.

POSTMASTER: Your attention is invited to the amendments to the Postal Laws and Regulations appearing as Order No. 907 (printed on *yellow* paper), dated December 4, 1907, of the Postmaster-General in *the December supplement* to the Official Postal Guide.

With respect to the rules in amended section 436, governing expired subscriptions, you are informed that notwithstanding January 1, 1908, is the date the same becomes effective, it is the desire and purpose of the Department to give to every publisher a reasonable opportunity to adjust his business to the new conditions. Publishers who show good faith and that they are making progress should, in fairness, have such opportunity. The purpose of the new regulations is to correct real abuses and not to put into the hands of postmasters instruments with which to annoy and vex publishers whose practices are normal.

Therefore, you need not question expired subscriptions as defined by section 436 prior to April 1, 1908, except in cases which in your opinion, based upon evidence in your possession, constitute flagrant abuses in that regard and should, therefore, be speedily eliminated. The facts in such cases will be referred to the Third Assistant Postmaster-General for further instructions.

You are not to understand that amended section 436 is not to be uniformly applied. Uniformity of application is the end sought, but the Department does not wish to be flooded with minor complaints while endeavoring to deal with the greater abuses. Publishers are expected to comply with amended section 436 within a reasonable time.

Respectfully, A. L. LAWSHE,
Third Assistant Postmaster-General.

POSTMASTER: After having read the above, please sign and return the coupon at bottom to the Third Assistant Postmaster-General, Division of Classification.

——— ———, *190—.*

THIRD ASSISTANT POSTMASTER-GENERAL,
Division of Classification.

SIR: This is to certify that I have read the above instructions addressed to me, and will be guided thereby.

——— ———,
Postmaster at ——— ———.
(Give name of post-office.)

ATTITUDE OF THE POST-OFFICE DEPARTMENT REGARDING SECOND-CLASS MAIL.

(*a*) Return of undelivered copies to publishers at their expense.
(*b*) Limit of sample-copy privilege.
(*c*) Fake offices of publication.
(*d*) Enlarged editions and special numbers.
(*e*) Free county newspaper mail and complicated rates.

ADDRESS BY MR. A. L. LAWSHE, THIRD ASSISTANT POSTMASTER-GENERAL.

The attitude of the Post-Office Department regarding second-class mail—by which I assume is meant the attitude of the Postmaster-General and the Third Assistant Postmaster-General toward the publishers of the country—is one of friendly and even sympathetic interest.

There is, I hope, no real antagonism between the Post-Office Department and legitimate publishing interests, but the Postmaster-General and his authorized assistant having immediate jurisdiction, are bound to enforce the laws as they find them on the statute books.

In the interpretation of existing laws, Postmaster-General Meyer and myself have, by study and personal conference, endeavored to find a reasonable and rational ground upon which to stand—a position which publishers whose practices are legitimate and within the law would in the main approve, and which, at the same time, would prove troublesome to those publishers whose practices are questionable and whose good faith is not shown.

The Postmaster-General and myself are of the opinion that there is a reasonable and rational interpretation of the present law which, when applied uniformly by the Department and accepted in good faith by publishers, will lead to the correction of many of the real abuses of the second-class mailing privilege, and, at the same time, promote the result which Congress endeavored to secure in framing the law, without the necessity for legislation to increase the rate of postage on newspapers and periodicals.

In a revision of the rules and regulations now in progress it is far from our purpose to lay down a series of rules and regulations which may be used by publishers of a certain class for the purpose of determining just how far they may go in illegitimate directions without subjecting their publications to the payment of postage at the third-class rate.

It is our purpose, rather, to so shape the regulations that any publisher may be able to determine with ease the conditions under which, without question, he is entitled to the second-class rates.

It is the purpose of the Department to deal with publishers with fairness and candor, and to expect candor and good faith in return. The publisher who does not show good faith and candor in dealing with the Department will be treated as the circumstances may justify under the law.

My immediate predecessor in October of last year, speaking of the law governing second-class matter, gave utterance to the following statements before the Postal Commission of Congress:

"This statute in no equivocal terms prohibits the admission of publications to the second-class which are primarily designed for advertising purposes, or for free circulation, or for circulation at nominal rates. The possibilities of construction in that clause are very great.

"*Without intending to cause alarm to publishers, I may say that a strict and honest construction and enforcement of that prohibition would force out of the second-class from 60 to 70 per cent of all our newspapers and from 70 to 80 per cent of all our magazines.*

"I venture the assertion that under no reasonable construction of what constitutes an *actual* subscriber would it be found, if we should make an investigation to-day, that more than one-half, perhaps not one-third, of all the copies of all the publications now carried free under this provision are lawfully entitled to the privilege."

No utterances of a postal official ever gave more genuine and wide-spread alarm to innocent and unsuspecting publishers than those just quoted. With one accord publishers exclaimed, like a

former southern Congressman at a critical time: "Where am I at?" Mr. Madden used the unfortunate statement in a moment of great pressure, and possibly without giving due consideration to the meaning expressed and implied by his words. I am sure that my predecessor was prompted by a lofty conception of public duty and that he did not mean to convey the impression that there was to be drastic action along the lines indicated.

There is to be no wholesale onslaught on 70 to 80 per cent of our publishers, and yet there is to be a fairly honest and rigid enforcement of the law.

Speaking for the Postmaster-General, as well as for myself, I may say that legitimate publishers have nothing to fear from the present administration of the Post-Office Department. By legitimate publishers I mean that class of publishers who conduct a clean business in a clean way, and do not attempt, by questionable practices, unlawful subterfuges, and covert methods, to evade a reasonable construction of the law excluding from the pound rate publications designed primarily for advertising purposes, for free circulation or for circulation at nominal rates.

The great majority of newspaper and periodical publishers are high-minded gentlemen, who would not knowingly transgress the law. I was a publisher in a small way myself for nearly twenty years, and, unless the profession has changed radically since I left it, publishers as a class are thoroughly reputable. All are not innocent and blameless, however. There are abusers of the second-class mailing privilege among them—those who build up fake subscription lists for advertising purposes, and those who resort to other questionable and illegal schemes to accomplish their ends.

They are hurtful to legitimate publishers and troublesome to the Post-Office Department. Legitimate publishers and the Department have a common cause in making a fight against such publications and in depriving them of the second-class privilege.

In our administration of this perplexing question we shall try to be fair and just, and at the same time cure many real abuses. We shall not, however, assume the functions of the legislative body in attempting to bring about results. Certain duties and responsibilities rest upon Congress; we shall not take them upon ourselves.

Speaking for myself, I shall not annoy publishers with things inconsequential within themselves and as to the revenue and expense involved. One publishers' association vehemently asserts that the Department has sought to abridge the freedom of the press. The law itself does not interfere with the liberty of the press, as such liberty has been defined by the courts. If it does so interfere, it would have been declared unconstitutional long ago. The validity of the "lottery law," and the laws against circulating traitorous, obscene, and scurrilous matter in the mails, in newspapers, periodicals, or otherwise, have always been upheld, yet such laws might be considered in a sense as "abridging the freedom of the press." Such so-called "freedom" is in reality transgression upon the rights of others, and it is not to be tolerated.

I do not know of a single instance in which the Department has endeavored to control the opinions or utterances of a newspaper or periodical. All shades of political beliefs, and all shades of religious

beliefs and nonbeliefs, are represented by the newspapers and periodicals admitted to the second-class mailing privileges when the conditions contemplated by the law are complied with. The "freedom of the press" in this respect is fully considered and safeguarded by the Post-Office Department, and I am constrained to believe that this is the sense in which the expression was used by the framers of the Constitution. Freedom of the press does not mean that constitutional laws are not to be respected and obeyed. The constitutionality of the law which provides "that nothing herein contained shall be so construed as to admit to the second-class rate regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates," has never been seriously attacked in the courts, so far as I am aware.

While having a sacred regard for free expression of opinion by the press by not attempting to control what a publisher may *say* in his columns, it will be my policy and purpose not to interfere in the slightest degree with what a publisher may *do*. I shall not lay down rules to the effect that a publisher shall *not* do this, that, or the other thing. I want each publisher to exercise all of his rights to any extent he may desire. Upon the basis of what the publisher *does*, however, the Department will have to assess postage.

I may find it expedient to tell a publisher that *if* he does a certain thing it will entail a certain rate of postage. The law fixes different rates of postage for the different conditions which may exist. I am required to ascertain those conditions—to determine the facts—and upon those facts decide what is due the Government. Under the law, the newspaper rate may be "free," "one cent per pound," "one cent per copy," "one cent for each four ounces or fraction thereof," or "two cents per copy." The law, as you will remember, provides for these second-class rates according to the conditions. Under other conditions the matter becomes third-class, and subject to the third-class rate.

I shall not attempt to compel publishers to comply with particular conditions. I shall content myself with fixing the classification of their publications according to the conditions presented. Once classified, however, it is fair and proper to require the publisher to maintain the conditions under which his publication was classified, or the Department will change the classification accordingly.

I can not see that there is any real restraint of the liberty of the press in the policy I have herein outlined. The publisher is free to make the conditions; having made them, the rate follows.

It is in attempting to define such terms as a "known office of publication," "legitimate list of subscribers," "free circulation," "circulation at nominal rates," and "primarily designed for advertising purposes," that we are led off into the realm of uncertainty and perplexity. "Free circulation," to me, is that circulation which is not paid for at all. It does not mean "free to the recipient," nor does it necessarily comprehend bulk subscriptions, or subscriptions paid for by others, when such subscriptions were paid for at a rate more than nominal by some one. Such circulation is "paid circulation" from the standpoint of the publisher, and I do not think you could convince him otherwise. I can see no reason why a subscription paid for by another, either singly or as one of a number of bulk subscriptions, should not be classed as "legitimate" within the meaning of

the law, if the recipient of the publication gives assent thereto. Such assent should, of course, be clear and unmistakable, and not merely presumptive. Under the usual rule that "it requires two to make a contract," and that a contract consists of the meeting of two minds upon a given proposition, it is very clear to my mind that such contract could be executed through a third person as well as between the principals themselves, if both parties to the contract give their tangible assent thereto.

If the publisher's circulation consists in the major part of bulk subscriptions secured from commission houses and advertisers in the publication, that fact would very properly lead to an inquiry as to the primary design of the publication. Here it is necessary to make a finding of fact, and I should not hesitate to place a publication within the third-class of mail matter when the circumstances surrounding the major portion of the subscription list indicate that such subscriptions were for the purpose of promoting the business of those who paid for the bulk subscriptions.

The practices of employing premiums, clubbing rates, commissions to agents, etc., for the purpose of extending circulation are regarded as legitimate. The publisher is at liberty to indulge in these practices to any extent he may deem desirable, but he should bear in mind that the extent to which he indulges in such practices will be the basis for determining the rate of postage which shall apply to his publication. For instance, if a publisher were to give back to his subscribers the full amount of the subscription price, in the form of premiums; or were to return to the agents or to the subscribers, in the form of discounts, commissions or otherwise, sums approximating the full amount of the regular subscription price, singly or in clubs, that fact would be evidence that the publication was designed for free circulation, or for circulation at a nominal rate.

The Department is frequently asked to advise what is considered a nominal rate. It is impracticable to lay down a general rule on this point, and I have no desire to do so. I should say, however, that when a publisher's supscription price, and his practices in connection with it, indicate that the price is not a material consideration in his business, and that he does not care particularly whether or no he gets the subscription money, I would not hesitate to declare the rate a nominal one, whether large or small. What may be considered a nominal rate for one publication might be an extortionate rate for another. There are many conditions, not necessary here to enumerate, which tend to prove a nominal rate.

In determining whether a publication is for "free circulation," "circulation at nominal rates," or "designed primarily for advertising purposes," it is necessary to take into consideration all of the circumstances surrounding the case. One circumstance within itself might not be sufficient to warrant action, but a combination of even minor circumstances might lead to a proper classification of the paper as third-class mail matter.

The transfer of a legitimate subscription list from one publisher to another, for the purpose of enabling a publisher to give a fair return for the money paid by a subscriber when a publication is discontinued, is considered legal, when the transaction is *bona fide* and the recipients of the new publication consent thereto.

A publisher may give credit to his subscribers to any extent that he may see fit, but his practices in this respect may be considered in determining whether the publication is for "free circulation," circulation at a "nominal rate," or for "advertising purposes."

A reasonable limit should be given, according to the circumstances surrounding a publication—whether published quarterly, monthly, weekly, or daily, and whether in a local or general field—for the payment of subscriptions. After a certain time of delinquency it seems to me entirely reasonable to classify a subscription as "expired," and while a publisher will be permitted to carry "expired" subscriptions to any extent, they should not be considered as part of his "legitimate list of subscribers," or carried at the pound rate. The transient second-class rate should apply.

It is within the knowledge of the Department that certain publications never take a name off the list once it gets there if they can help it. Such publications are evidently designed for advertising purposes, and also for free circulation if it is necessary to maintain a list.

For myself, I have little sympathy with the allegation that the transportation of second-class mail matter comprises 67 per cent of the total weight of mail transportation, while producing but 4 per cent of the postal revenue, and that it is therefore necessary *to slaughter*. This statement of relative cost may be true, viewed from a narrow standpoint, and excluding from consideration the first-class matter which second-class matter originates.

Congress fixed the rate for second-class matter years ago. It is reasonably advised as to the general conditions which exist and has not seen fit to change the rate as yet.

The Department is not bound to attempt to bring about by regulation that which Congress has not chosen to do by legislation.

For this and other reasons I have little sympathy, as well, with those well-meaning people who view with alarm as a national calamity the annual postal deficit and charge its existence to the carriage of second-class mail matter at a loss.

The same argument and reasoning would eliminate every rural mail route in the country. Nobody seriously contends that rural free delivery is anywhere near self-sustaining, yet it is popular everywhere. The expenditure on this account in the last ten years has leaped from $15,000 in 1897 to $25,000,000 in 1906, and it will reach $35,000,000 this year. The elimination of rural free delivery would leave a surplus in the postal revenues, but rural free delivery has come to stay.

Therefore I prefer to consider the Post-Office Department as a whole and use the revenues derived for the general good of the service. It is folly to demand that each particular branch of the service shall within itself be self-sustaining. I can see no real reason why the Post-Office Department should be self-sustaining. No other Department attempts to maintain itself by earnings. All allusions to the Post-Office Department as an indigent are misapplied, as this Department is least indigent of all. It performs a vast amount of service for the other Departments without cost to them, and yet very nearly maintains itself. I am not greatly concerned about the annual deficit, as long as the affairs of the Department are wisely, honestly, and economically administered, and the legal measure of revenue is secured. It is more important that the service of the Department

shall be efficient, quick, and accurate—alert in responding to the rightful demands of the public—than that there should be a surplus.

In connection with the question of the *general* attitude of the Department toward publications, I conclude with the statement that it is the desire of Postmaster-General Meyer and myself to give to all publishers like treatment under like conditions. That is the very essence of a square deal.

Some sub-topics have been proposed, and I treat them in order:

RETURN OF UNDELIVERED COPIES TO PUBLISHERS AT THEIR EXPENSE.

Recently, in addressing a prominent publisher on this subject, I said:

"I am unqualifiedly committted to the proposition of the compulsory return to the publisher of all copies of newspapers and periodicals of every description, whether expired subscriptions or sample copies, that are not ordered, not wanted, and refused, at a rate compensatory to the Government *both ways*. Years ago, when I served my community as postmaster, copies of papers of this sort accumulated in the post office, and were disposed of as waste in large quantities. The evil has grown immeasurably since, and I regard the enforced return of such papers to the publisher as one of the methods of curing a great abuse."

In using with this publisher the words "both ways," I meant only that the return rate on refused newspapers and periodicals should be sufficient to cover the expense of transportation both ways, the original postage paid being considered.

My personal opinion is that the return of undeliverable copies of second-class matter to the publisher, *at his expense*, will do as much to correct the so-called abuses of the second-class mailing privilege, with less embarrassment to the ordinary publisher, than any other proposed legislation.

The smaller post offices of the country have been deluged for years with so-called "sample copies" and alleged "subscribers' copies" of periodicals of a certain type, which are usually alluded to as "mail-order publications." A mail-order publication, as known to the Post-Office Department, is a cheap publication, which inserts advertising of such a nature that the advertiser must get the resultant business through the mails instead of by direct contact with purchasers.

There is nothing inherently illegal or illegitimate in a mail-order publication. The practices, however, of too many of the mail-order publishers are open to question. In a publishing business which depends for its profits upon its advertising rates and patronage, there is every inducement to inflate subscription lists by every means within reach, and the means are not always angelic in their legitimacy. Lists of names are secured in devious ways, and sold by the thousand, by the foot, by the yard, or by the rod, as may best suit the convenience of the purchaser. I am of the belief that many of the lists were prepared in public cemeteries, the names having been taken from the grave stones. This idea is suggested by the fact that postmasters constantly report that the addressees of publications received at their offices died years ago.

Publishers of this class, whose advertising rates depend upon the volume of their circulation, use every effort to pad their lists with

names of so-called legitimate subscribers, for the reason that upon the basis of the alleged list of legitimate subscribers they are accorded, under existing regulations, a sample-copy privilege of 100 per cent.

The Post-Office Department is determined to stop this class of abuse. The publisher who pads his list with fake subscriptions, free subscriptions, and subscriptions at nominal rates, must stop, or lose his second-class privilege.

Legitimate subscribers, fake subscribers, and sample-copy names are bunched together and called "regular circulation." Postmasters should not be allowed to hand out to others such papers, and the enforced return of the undelivered papers at the expense of the publisher will clear the list of bogus names.

The legitimate publisher who obeys the law in its meaning and purpose, I repeat, has nothing to fear. The Post-Office Department is in reality his greatest protector. In the past the legitimate publisher has done much of the howling for the fakir, and has innocently embarrassed the Department in its most laudable work when there was no occasion for a "sympathetic strike."

When the legitimate publishers of newspapers and periodicals understand the policy of the present Postmaster-General and his Third Assistant, they should stand up for and cooperate with the Department in its efforts to weed out the real abuses. It is the duty of every postmaster, present and absent, to help the Department in giving correct information to legitimate publishers, whose interests are not in any manner in jeopardy.

LIMIT OF THE SAMPLE-COPY PRIVILEGE.

Intensely pertinent to the topic just discussed is that of the limitation of the sample-copy privilege.

The hearings before the Postal Commission developed the widest possible range of sentiment among publishers on this subject. Some publishers advocated the entire abolishment of the privilege, while others—and some of them of the highest character—urged that there be no restriction at all, that all publishers be granted the privilege of sending sample copies to an unlimited extent. The latter proposition has been urged upon the Postmaster-General with vehemence by some prominent publishers, who disclaim any personal or financial interest in the sample-copy privilege, on the ground that any other policy interferes with the freedom of the press.

I can not concede that the sample-copy privilege should be free from restraint. By way of illustration, to allow a publisher with only five hundred legitimate subscribers to circulate a million sample copies would be, to my mind, to confer upon such a publisher a greater privilege than is enjoyed by the publisher who has a legitimate list of one million subscribers, and mails in connection therewith one million sample copies. The proposition that the sample-copy privilege should be free and unrestrained completely upsets a law of proportion by which the business world is governed. The law itself prohibits such a construction in its provision that "nothing herein contained shall be so construed as to admit to the second-class rate regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates," for the *reason that an unrestrained* use of the sample-copy privilege would

afford evidence of the primary design of the publication and bring it under the prohibited conditions.

I think the only rational rule under the law is *a percentage privilege based upon actual mailings*, which would give to every publisher like privileges under like conditions. This is the very essence of equality. Like privileges under unlike conditions is inequality.

Figures gleaned from the report of the weighings of second-class matter throughout the country for the six months ended December 31, 1906, recently published, show that the average publisher mails comparatively few sample copies. Newspaper publishers as a whole indulge in this practice to only about 2 per cent, and the periodical publishers to a hardly greater extent. It has been found that the great majority of periodical publishers do not indulge in the practice to any extent at all, and that the general average of all publications is greatly increased by the practices of a limited number of publishers, the proprietors of papers of the so-called mail-order type.

If the mailings of all the publishers of the country include less than 4 per cent of sample copies, and the normal newspaper and periodical publishers mail but a small proportion of that number, it is very evident that limiting the sample-copy privilege to 10 per cent of the number of copies circulated by mail will more than meet the needs of every publisher whose practices are normal, and will restrain only the publisher who is circulating sample copies for the purpose of maintaining an alleged large "circulation" in order to secure liberal advertising rates, thereby furnishing unmistakable evidence that his publication is "designed primarily for advertising purposes."

It seems to me that it is a fair and reasonable deduction to hold that the sample-copy privilege accrues by reason of the fact that the publisher has paid postage at the prescribed rate upon a legitimate subscription list.

Publishers, I find, are in substantial accord as to the *purpose* of Congress in granting the sample-copy privilege, such purpose having been *to enable a publisher to secure additional subscribers through solicitation by sample copy*. It is further conceded that the sample-copy privilege was *not granted for the purpose of creating a large field for the circulation of a paper for advertising purposes*. Such construction would do violence to the explicit language of the statute, that a publication designed primarily for advertising purposes shall not be granted the second-class rates of postage. Under this view of the law, it seems to me that the sample-copy privilege is one to be enjoyed by publishers in proportion to the extent to which they employ, at the pound rate, the mailing privilege. The courts have held that the present sample-copy privilege of 100 per cent of the list of subscribers is most reasonable and liberal. I think it entirely proper and lawful to extend to a publisher, at the outset, or when his publication is being established, an enlarged sample-copy privilege in line with the purpose of the law, but that after a reasonable time such privilege may reasonably be curtailed to not exceeding 10 per cent of the regular mailings, to be determined by weight, this 10-per-cent privilege to be cumulative during a calendar year. There is ample justification for this rule in the proviso in the law prohibiting "free circulation" and "circulation at nominal rates," because an enlarged sample-copy privilege continuously indulged in reduces correspondingly the average paid rate of subscription.

I deem it but fair to here announce that a regulation is now under consideration to limit the sample-copy privilege as herein outlined. I am advised by the law officer of the Department that such a regulation would be valid under the law. The rule, if adopted, will provide:

That sample copies to the extent of 10 per cent of the weight of copies of an issue actually mailed to subscribers shall be accepted at the postage rate of one cent a pound, this sample-copy privilege to be cumulative. By the word "cumulative" is meant that where a publisher does not mail his full quota of sample copies, each week or each month, the weight of copies which he does not mail, but which he was entitled to mail, will be credited to subsequent issues within a year.

It is to be understood, of course, that a publisher is at perfect liberty to circulate copies in excess of those above provided for, at any time, but not at the pound rate of postage. The transient second-class postage rate prescribed by law, of one cent for each four ounces or fraction thereof, to be prepaid by stamps affixed, would apply.

A rule of this kind might fail to properly provide for the beginner—the publisher just starting up, and who is, as a rule, struggling to obtain a foothold. Therefore, in the case of a *bona fide* new publication it will be provided that the publisher may mail sample copies equal to the number of copies mailed to subscribers for thirty days in the case of a weekly or semi-weekly; for four months in the case of a monthly; and for two issues in the case of a quarterly; copies may be mailed in excess of these amounts subject to the transient second-class rate of postage.

This adjustment is believed to be in harmony with the purpose of the law in providing for the sample-copy privilege, while at the same time prohibiting the admission to the enjoyment of the second-class rates newspapers "designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates."

FAKE OFFICES OF PUBLICATION.

A "known office of publication," within the meaning of the law, is the place where the usual business of the publication is transacted. It is not necessarily the place where the newspaper or periodical is printed. Many of our best magazines do not own a printing press or a font of type.

The law provides for postage at the rate of one cent each on newspapers delivered by letter carriers at free-delivery offices, and for two cents postage of above a certain limit of weight. The obvious purpose of this law was to compel publishers of daily and weekly newspapers and other periodicals at free-delivery offices to deliver their publications by private carrier. Newspapers mailed from outside points to the same city must be delivered by official carrier, notwithstanding the pound rate only was paid thereon.

This anomalous condition, created by the law, sometimes induces a publisher to attempt to evade the statute by establishing a fake office of publication.

A case of this kind was that of a monthly periodical published at a capital city in the Middle States. Under the law the publisher was

required to pay one cent on each copy mailed at his post-office for local delivery by city letter carriers, and as fifteen hundred out of his twenty-three hundred subscribers resided at the capital city, the postage bill on those copies amounted to fifteen dollars for each issue. The publisher discovered that, by having his publication entered at a small town near the capital city, he could obtain the pound rate on all copies mailed for delivery at the capital. He therefore sought and obtained entry at that place, the Department not knowing the facts. The case was subsequently investigated. The publisher frankly admitted that his purpose in seeking entry at the contiguous small town was to evade the payment of the letter-carrier rate. The Department thereupon found that the real office of publication of the periodical was not located at the little town in question, and entry at that place was therefore revoked.

A similar case was that of a publication at Chicago, Illinois, entry of which was sought at Morgan Park, a suburb of Chicago and easily accessible thereto. Had the publication been entered at Morgan Park, it is estimated that at least $166.00 would have been lost monthly to the Government.

These cases are only illustrative. Similar cases may be within the knowledge of postmasters present.

ENLARGED EDITIONS AND SPECIAL NUMBERS.

It is my opinion that a legitimate publisher should not be interfered with in issuing enlarged editions and special numbers of his publication unless, of course, the practice is indulged in with undue frequency and to an unreasonable extent. The character of the matter contained in such editions is sometimes such as to show clearly that the publication is designed primarily for advertising purposes. In such a case it would not be right for it to be allowed to continue as second-class matter. It will be the policy of the Department hereafter to accept copies of enlarged and special editions at the usual second-class rates of postage, and under the same conditions as apply to other second-class matter.

All cases of abuse and bad faith will be dealt with as the circumstances may warrant.

FREE COUNTY NEWSPAPER MAIL AND COMPLICATED RATES.

I wish to say at the outset that the whole law governing the rates of postage on second-class matter is very complicated and not easily understood. The law is full of inconsistencies, a fact which no one regrets more than the Third Assistant Postmaster-General, who is charged with the duty of administering it.

The many and varying rates of postage on second-class matter mailed by publishers may be stated as follows:

(1) Copies mailed at city letter-carrier offices for local delivery through the boxes or general delivery, or for delivery by rural carriers on routes emanating from such offices, or addressed for delivery from other city letter-carrier post-offices, are chargeable with postage at the pound rate.

(2) Weekly newspapers mailed for local delivery by city letter carriers are chargeable with postage at the pound rate.

(3) Newspapers other than weeklies mailed for local delivery by city letter carriers are subject to a uniform postage of one cent each, to be prepaid with stamps affixed.

(4) Periodicals, not exceeding two ounces in weight, mailed for local delivery by city letter carriers, are subject to one cent each, to be prepaid with stamps affixed; and if exceeding two ounces in weight are subject to two cents each.

(5) Copies addressed to actual subscribers (one copy to each) residing within the county in which the publication is printed, in whole or in part, and published, may go free through the mails unless addressed for delivery from a city letter-carrier post office.

(6) Copies addressed to subscribers residing outside the county, and sample copies sent within the limits prescribed by the Postal Laws and Regulations and not addressed for local delivery by city letter carriers, are subject to postage at the pound rate.

The act of March 3, 1879, provides, as you will doubtless recall, that publications of the second-class, one copy to each actual subscriber residing in the county where the same are printed, in whole or in part, and published, shall go free through the mails; but the same *shall not be delivered at letter-carrier offices*, or distributed by carriers, unless postage is paid thereon at the rate prescribed (the cent-a-pound rate), and that the rate of postage on newspapers, except weeklies, when deposited in a letter-carrier office for delivery by its carriers, shall be uniform at one cent each, but that periodicals weighing more than two ounces, when delivered by such carriers, shall be subject to a postage of two cents each, to be prepaid by stamps affixed. This paragraph is a literal quotation from the law itself.

The fact that a newspaper *is delivered at or from* a free-delivery office, *in the county of publication*, of itself abrogates the free county privilege and imposes the pound rate.

The facts which led up to the present situation in regard to postage on second-class matter mailed for delivery by rural carriers, as nearly as I can ascertain them, are, that the officials having in charge the introduction of rural free-delivery routes were desirous of popularizing the service, and on July 26, 1900, Order No. 875 of the Postmaster-General was issued, which provided, in part, that "the introduction of rural free delivery will not increase or otherwise modify the present rate of postage on second-class matter."

Great confusion resulted from the different interpretations placed upon this order. Many postmasters held that all copies of publications delivered by rural carriers, when sent to actual subscribers residing in the county in which the publication was printed, in whole or in part, and published, were entitled to go free in the mails; some that all copies delivered by rural carriers were chargeable with the pound rate of postage; others that such copies were subject to the pound rate only when mailed for delivery on routes emanating from city letter-carrier post-offices, while still others held that rural carriers were to be regarded the same as city letter carriers, and required one cent to be paid on each copy of a newspaper delivered by a rural carrier.

The publishers of the country as well were not agreed as to the interpretation of the law. Some recommended that, because of the *expense of the rural free-delivery* service, postage should be charged

on all second-class matter delivered by rural carriers, while others claimed that the delivery by rural carriers should not affect the free county mailing privilege.

All should appreciate that the Department has never desired to take any action which would cause undue hardships to legitimate publishing interests, but at the same time it is bound to administer the law as it may exist. It can not grant any privileges in mailing second-class matter which are not authorized by the law. Even if some publishers were for a time permitted to mail second-class matter free of postage for delivery by rural carriers, and such a privilege was not warranted by the law, it was the duty of the Postmaster-General to stop the practice.

The proposed amendment to Order No. 875, above referred to, as finally made in current Order 135, was under consideration more than two years. It was commented upon by all of the Assistant Postmasters-General, the chief post-office inspector, the Assistant Attorney-General for the Department, and finally by Postmaster-General Cortelyou himself. The record is voluminous, and I quote from it only briefly.

The comment of the chief post-office inspector was as follows:

"'Letter-carrier offices' within the meaning of this act are city offices where letter carriers are employed within the city for the free delivery of mail matter. Such offices were in existence when the act was passed, and are in existence to-day. Rural free delivery did not then exist, and was not in contemplation. The establishment of a rural free-delivery route from an office does not make such office a 'letter-carrier office' within the meaning of the act cited any more than does the delivery of mail by star-route carriers, which is provided for by present contracts.

"The rate of postage on publications of the second-class is fixed by statute, and can not be changed by a regulation of the Postmaster-General.

"A patron of a rural route becomes a patron of the office from which such route starts. If the rural route is from a free-delivery office, postage should be charged on second-class matter to his address at the same rate that would be charged if the mail was delivered through the boxes or the general delivery. If the route starts from other than a free-delivery office and the subscriber resides in the county of publication, no postage is chargeable."

The opinion of the Assistant Attorney-General, the legally constituted law officer of the Department, was as follows:

"The provision in Order No. 875 of the Postmaster-General, dated July 26, 1900, 'That the introduction of rural free delivery will not increase or otherwise modify the present rate of postage on second-class matter,' is legally effective only to the extent that it follows the law. Its object must be assumed to have been merely to interpret the law with reference to new conditions. It is not, however, in my opinion, the correct construction of the existing law, and the result is, that in practice the latter is nullified to the extent of its conflict with the order.

"Under the law, county publications going to the patrons of a non-free-delivery post-office, which was abolished upon the establishment of rural free delivery emanating from a post-office having city free delivery, and which, until such abolishment, were transmitted postage

free, are subject to postage at the rate of one cent a pound. Under Order No. 875, on the contrary, such publications may continue to go, postage free, to subscribers within the county who were patrons of the discontinued nonfree-delivery post-offices.

"Because of its conflict with the law, the paragraph quoted should, therefore, in my opinion, be rescinded, or so modified as to accord with the statute.

"It must be true, as remarked in the memorandum of the chief post-office inspector, and for the reasons given by him, that the 'letter-carrier offices' contemplated by the Act of 1879 are exclusively those at which 'letter carriers are employed within the city for the free delivery of mail matter;' and likewise true, therefore, that the establishment of a rural free-delivery route from a post-office does not in any proper sense render it a letter-carrier office.

"The status of patrons of the rural free delivery is properly to be fixed by reference to the post-office from which the route emanates, and the question whether or not the post-office through which a patron formerly received his mail was a letter-carrier post-office is irrelevant in determining the rate of postage which shall be charged upon second-class publications going to him as a subscriber.

"The view of the chief post-office inspector, that if the rural route emanates from a post-office having free city delivery, postage should be charged on second-class matter going to patrons of such route at the same rate that would be charged if it were to be delivered through boxes or the general delivery, and that if the route starts from other than a 'letter-carrier post-office,' second-class publications within the county are entitled to free transmission to patrons of the route residing within such county who are subscribers therefor, is entirely in accord with my own."

Other comment was of the same import, and Mr. Cortelyou, with a view to securing remedial legislation, went so far as to call the attention of Senator Penrose, chairman of the Senate Committee on Post-Offices and Post-Roads, to the anomalous conditions brought about under the law due to changed conditions since the act of 1879 was passed, but no action was taken. Thereupon Mr. Cortelyou promulgated Order No. 135 as the correct interpretation of the law governing newspapers delivered on rural routes emanating from free-delivery offices. Thus you will see that the anomalous situation is fully realized, and was realized before Order No. 135 was signed. The order reads as follows:

"*Ordered*, That paragraph two of Order No. 875, issued July 26, 1900, be amended to read as follows:

"Publications of the second class, one copy to each actual subscriber residing in the county where the same are printed, in whole or in part, and published, shall go free through the mails and be delivered free by rural carriers; but the same shall not be delivered from post-offices having city delivery, unless postage is paid thereon at the rate of one cent a pound."—(Signed) Geo. B. Cortelyou, Postmaster-General.

Many criticisms of the Department have been made for permitting second-class matter to be mailed free of postage when transported a considerable distance from the mailing office to another post-office, and taken from the latter place by the rural carriers to the addressee, while matter deposited in a city letter-carrier post-office for delivery

by rural carriers directly therefrom is subject to the pound rate. This, however, is due to the law, and can be remedied only by legislation.

I am frank to say that I can not see how any other interpretation than that given herein could logically have been made in the first instance.

I intend to recommend most strongly, in my forthcoming annual report, that Congress amend the present law as to the payment of postage on publications mailed for delivery by carriers, whether city or rural, so that the charge may be more nearly uniform and in keeping with the service rendered, bearing in mind the evident intent of Congress to encourage the dissemination of news and literature among the people.

Postmasters and publishers are in position to cooperate with the Department by urging upon Members of Congress the importance of the proposed legislation.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 205.

MEMORANDUM RELATING TO COMMAND OF HOSPITAL SHIPS.

Mr. GALLINGER presented the following

MEMORANDUM RELATING TO THE COMMAND, GENERAL ORDERS, REGULATIONS, ETC., OF HOSPITAL SHIPS.

JANUARY 28, 1908.—Referred to the Committee on Naval Affairs and ordered to be printed.

MEMORANDUM RELATING TO THE COMMAND OF HOSPITAL SHIPS.

1. PRECEDENTS.

UNITED STATES ARMY AND NAVY.

General order issued by the Secretary of War February 6, 1865:

Hospital transports and hospital boats, after being properly assigned as such, will be exclusively under control of the Medical Department and will not be diverted from their special purpose by orders of local department commanders or of officers of other staff departments.

Red Rover, Fleet Surg. Ninion Pinkney, U. S. Navy, commanding, Acting Master Welles, navigating officer. Used as hospital ship in the Mississippi during the civil war. (Authorities, Surgeon-General O'Reilly, U. S. Army, and Medical Director Parker, U. S. Navy.)

SPANISH-AMERICAN WAR.

Vigilancia, Maj. George H. Torney, surgeon, by order of May 3, 1898, in Special Orders, No. 103.

Relief, Maj. George H. Torney, surgeon, May 25, 1898, in Special Orders, No. 122. Relieved by Maj. Alfred E. Bradley, brigade surgeon, U. S. Volunteers, in Special Orders, No. 212, September 8, 1898. Relieved by Maj. H. O. Perley, surgeon, U. S. Army, Special Orders, No. 181, August 4, 1898.

Missouri, Maj. William H. Arthur, chief surgeon, U. S. Volunteers, captain and assistant surgeon, U. S. Army, Special Orders, No. 188, August 11, 1898.

Bay State, Capt. A. N. Stark, assistant surgeon, Special Orders, 273, November 18, 1898.

Olivette, Maj. A. K. Appell, Medical Department.

FOREIGN.

Italian hospital ship *Washington*, 1866, Medical Inspector Giovanitti, Italian navy, in command.

British hospital ship *Princess of Wales;* medical director was also military commandant; navigating officer under his command.

British Red Cross ship *Maine*, commissioned during the Boer war, in command of a retired medical officer. (Authority, Capt. Julian M. Cabell, surgeon, U. S. Army (retired), who was attached to the *Maine.*)

German hospital ship *Gera*, commanded by Surgeon Major Arendt. (Authority for the foregoing, Rho-Annali di Medicina Navale, 1901, Vol. II, p. 18.)

Japanese naval hospital ship *Saiko Maru*, commanded by Fleet Surgeon Ota.

Japanese naval hospital ship *Kobe Maru*, commanded by H. Ishikawa, surgeon.

Japanese Red Cross Ship *Hakuai Maru*, commanded by F. Mitomi, Red Cross surgeon.

Japanese Red Cross ship *Kosai Maru*, commanded by Red Cross surgeon. (Authority, Report on the Japanese Naval Medical and Sanitary Features of the Russo-Japanese War to the Surgeon-General, U. S. Navy, p. 12.)

Russian Red Cross ships *Orel*, *Mongolia*, and *Nostrome*, commanded by chief surgeons, merchant officers being employed to run the ships. (Authority, Report on the Russian Medical and Sanitary Features of the Russo-Japanese War to the Surgeon-General, U. S. Navy, by Surg. Raymond Spear, U. S. Navy.)

2. General Orders and Regulations Relating to Hospital Ships.

(United States Army Regulations, with amendments to December 31, 1905.)

1467. General hospitals will be under the exclusive control of the Surgeon-General, and will be governed by such regulations as the Secretary of War may prescribe. The senior surgeon will command the same and will not be subject to the orders of local commanders other than those of territorial divisions and departments to whom specific delegation of authority may have been made.

1468. Hospital transports, boats, and railway trains, after being properly assigned as such, will be exclusively under the control of the Medical Department, and will not be diverted from their special purposes by orders of local or department commanders or officers of other staff corps.

(Manual for the Medical Department, United States Army, 1906.)

Paragraph No. 565 provides that hospital transports, boats, and railway trains, after being properly assigned as such, will be exclusively under the control of the Medical Department, and will not be diverted from their special purpose by local or department commanders or officers of other staff corps.

REPORT OF JOINT BOARD.

(Appearing in General Orders No. 84, War Department, May 5, 1906.)

Indorsement of the Secretary of the Navy on report of joint board of medical officers convened by the President to consider improvements in first-aid dressings and uniformity of equipment of the Medical Departments of the Army and Navy in regard to hospital ships, December 12, 1906:

The Department, having carefully considered the original report and the several indorsements, holds, with respect to the matters not covered by its fifth indorsement of June 14, 1906, as follows:

First. It is expedient to have one hospital ship in commission in time of peace, partly for the benefit of the personnel of the Atlantic Fleet, to which such ship should be attached, but mainly as a school for surgeons, nurses, and the Hospital Corps in the peculiar duties they would be required to perform in time of war. When such a ship is provided the Department holds that the space allotted to sick bays on our more recent battle ships and armored cruisers can be, and ought to be, materially reduced and employed for other purposes. The Department does not deem it advisable under existing circumstances to construct a hospital ship, inasmuch as a vessel of this class is already in existence and can be commissioned.

Second. The Department holds that such a ship, when in commission, should be treated as a floating hospital, and as such placed under the command of a medical officer, her navigation being controlled by a competent sailing master. In war time the entire crew should be, so far as possible, specially enlisted from civilians as men of Hospital Corps, and for such time only as their services will probably be needed. In time of peace the crew, except such as are engaged in hospital duties, could be organized substantially as is that of a naval auxiliary, but subject to the provision above set forth as to the command.

Third. A hospital ship should be provided with a chaplain or chaplains of such faith as to be most serviceable to the greater number of patients aboard.

CHARLES J. BONAPARTE, *Secretary.*

3. NAVAL SURGEONS.

THEIR MILITARY DUTIES, SPECIAL KNOWLEDGE OF HOSPITAL SHIPS, ETC.

Naval surgeons have special knowledge of hospital ships; a course of lectures on this particular subject is given at the Naval Medical School, and at no other institution in the country is such a course given.

During the Russo-Japanese war a naval surgeon was sent to the Far East to make a special study of hospital ships in addition to his other duties of observation.

Military surgeons, which designation includes naval surgeons, have duties that pertain to the care of the sick and wounded, and they have, in addition, certain military duties of command, organization, drills, and discipline just as do officers of the line, awarding punishments, and being guided and governed in these military duties by the same regulations that guide and govern officers of the line.

THE QUESTION OF PAYMASTERS SERVING UNDER THE COMMAND OF MEDICAL OFFICERS.

The present Paymaster-General served under the command of a medical officer of the Navy as long ago as 1879, nearly thirty years ago. At present two pay officers are so serving, one at the naval hospital, Fort Lyon, Colo., the other at the United States Naval Hospital, Yokohama, Japan.

4. Argument for Medical Officers to Command Hospital Ships.

He is the responsible head of a large hospital plant and should have absolute command in order that discipline, organization, and efficiency may be maintained. By reason of his training he is peculiarly fitted for this kind of command.

He is best qualified to respect and guard the neutrality of this type of ship.

He has carefully studied hospital ships and knows their peculiar conditions as relate to the care of the sick and wounded.

It is not his province to navigate the vessel. This should be left to a civilian sailing master.

There are many precedents for the detail of medical officers for command of hospital ships not only in foreign navies but in our own Army and Navy. It has been the announced policy of the Navy Department for some time to have a medical officer in command of a hospital ship, with a civilian sailing master to look after the navigation.

The ship in question, the hospital ship *Relief*, has been used by the United States Army as a hospital ship, and at no time has any but a medical officer commanded her, with a sailing master under him. This arrangement gave perfect satisfaction, and it would seem but fair to the medical officers of the Navy that they be granted the same status as given medical officers of the Army.

The duties of a medical officer in command are paramount in a hospital ship and overshadow those of the navigating officer, whose duties, while essential, are of secondary importance in this situation, as may be seen when the numbers under their respective commands are taken into consideration, viz, 350 hospital corps and sick, under the surgeon's command; all others on board, 57 persons, which includes engineer's force, cooks, servants, etc., under the navigating officer's control.

5. Recent Examples of Violation of Neutrality.

(*a*) In the case of the U. S. ambulance ship *Solace*, during the war with Spain, the line commander put in a claim for prize money for the part which the *Solace* took in the capture of the *Adula* while the *Solace* was flying the Red Cross flag and professing neutrality.

(*b*) On another occasion the *Solace* interfered with the progress of a schooner in the Old Bahama channel so that the United States naval torpedo boats near by could board and investigate her.

(*c*) But for the vigilance of her medical officers the *Solace* would have carried armed men from New York to Cuba. Her senior medical officer reported the violation of neutrality to the Navy Department, and the ship was recalled after passing through The Narrows, and the armed men were removed.

(*d*) In the Russo-Japanese war the Russian hospital ship *Orel* violated her neutrality and was captured by the Japanese and confiscated.

6. General Remarks.

In time of war the presence of combatant (line) officers or crew would certainly cast a suspicion on the neutrality of the ship.

Hospital ships should be maintained in time of peace exactly under the same conditions as in time of war, in order that a perfected organization may be always ready for such an emergency.

It is too late when war is actually on us to successfully place a hospital ship, perfect in every detail or organization, in readiness for the care of the sick and injured.

In a careful search of records it has been impossible to find examples of hospital ships being commanded by line officers, except the *Solace*, and possibly the Japanese naval hospital ships for a short time. In general, every ship of this type has been commanded by a medical officer.

So far as custom and experience goes, and after a fair trial by this and other countries, the command of hospital ships by medical officers would seem to be established.

The above facts have been certified as far as possible, and when not absolutely established the authorities for the statements are given. There has never been, nor is there now, any contention on the part of medical officers that they should command on hospital ships if line officers are ordered to duty on such ships; but, in order to conserve the neutrality of floating hospitals, it is clear that officers of the line should not command them.

SPECIAL ORDERS, No. 103.

HEADQUARTERS OF THE ARMY,
ADJUTANT-GENERAL'S OFFICE,
Washington, May 3, 1898.

* * * * * * *

21. By direction of the Secretary of War, the following changes in the stations of officers of the Medical Department are ordered:

* * * * * * *

Maj. George H. Torney, surgeon, is relieved from duty at the United States Military Academy, West Point, N. Y., to take effect upon the arrival at that post of Major Girard, and will proceed to New York City and take charge of the hospital ship *Vigilancia*, under detailed instructions from the Surgeon-General.

The travel enjoined is necessary for the public service.

SPECIAL ORDERS, No. 181.

HEADQUARTERS OF THE ARMY,
ADJUTANT-GENERAL'S OFFICE,
Washington, August 4, 1898.

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28. By direction of the Secretary of War, the following changes in stations and duties of officers of the Medical Department are ordered:

* * * * * * *

Major Perley, on being thus relieved (from command of the Army and Navy General Hospital, Hot Springs, Ark.), will proceed to San Francisco, Cal., and assume command of the U. S. hospital ship *Relief*, to relieve Maj. Alfred E. Bradley, surgeon, U. S. Volunteers.

The travel enjoined is necessary for the public service.

SPECIAL ORDERS, No. 122.

HEADQUARTERS OF THE ARMY,
ADJUTANT-GENERAL'S OFFICE,
Washington, May 25, 1898.

* * * * * * *

By direction of the Secretary of War, Maj. George H. Torney, surgeon, is assigned to duty in command of the U. S. hospital ship *Relief*.

SPECIAL ORDERS, No. 212.

WAR DEPARTMENT,
ADJUTANT-GENERAL'S OFFICE,
Washington, September 3, 1898.

* * * * * * *

36. Maj. George H. Torney, surgeon, U. S. Army, will turn over the command of the U. S. hospital ship *Relief* to Maj. Alfred E. Bradley, brigade surgeon, U. S. Volunteers, and comply with the requirements of paragraph 3, Special Orders, No. 64, March 18, 1898, from this office.

SPECIAL ORDERS, No. 188.

WAR DEPARTMENT,
ADJUTANT-GENERAL'S OFFICE,
Washington, August 11, 1898.

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16. Maj. William H. Arthur, chief surgeon, U. S. Volunteers, is assigned to the command of the U. S. hospital ship *Missouri.*

SPECIAL ORDERS, No. 273.

HEADQUARTERS OF THE ARMY,
ADJUTANT'S OFFICE,
Washington, November 18, 1898.

* * * * * * *

By direction of the Secretary of War, the following changes in the stations and duties of officers of the Medical Department are ordered:

First Lieut. Powell C. Cauntleroy, assistant surgeon, U. S. Army, is relieved from further duty at the Josiah Simpson U. S. General Hospital, Fort Monroe, Va., and will proceed to New York City, N. Y., and report in person to the commanding officer, U. S. hospital ship *Missouri*, for duty to relieve Capt. Alexander N. Stark, assistant surgeon, U. S. Army.

Captain Stark, upon being thus relieved, is assigned to duty in command of the U. S. hospital ship *Bay State.*

The travel enjoined is necessary for the public service.

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60TH CONGRESS, 1st Session. } SENATE. { DOCUMENT No. 206.

MEMORIAL OF TONKAWA INDIANS RELATING TO CERTAIN CLAIMS.

Mr. OWEN presented the following

MEMORIAL OF THE TONKAWA TRIBE OF INDIANS, OF OKLAHOMA, RELATING TO CERTAIN CLAIMS AGAINST THE UNITED STATES.

JANUARY 28, 1908.—Referred to the Committee on Indian Affairs and ordered to be printed.

TONKAWA INDIANS OF OKLAHOMA.

Memorial of the Tonkawa tribe of Indians, of the Territory of Oklahoma, for consideration of their claim against the United States, arising out of a pretended agreement between said tribe of Indians and the United States, dated October 21, 1891, whereby said tribe was unjustly deprived, without just compensation, of approximately 84,710 acres of valuable lands in the Territory of Oklahoma.

To the Senate and House of Representatives of the United States of America in Congress assembled:

Your memorialists, the Tonkawa tribe of Indians, of the Territory of Oklahoma, respectfully petition your honorable body to give consideration to their claim for just and reasonable compensation for approximately 84,710 acres of valuable lands in said Territory of Oklahoma of which they were unjustly deprived by a pretended agreement entered into between certain members of said tribe of Indians and commissioners on the part of the United States on the 21st day of October, 1891.

The lands referred to herein are the following: Township twenty-five (25) north, of range one (1) west; township twenty-six (26) north, of range one (1) west; township twenty-five (25) north, of range two (2) west, and township twenty-six (26) north, of range two (2) west, containing ninety thousand seven hundred and ten and eighty-nine hundredths (90,710.89) acres.

Your memorialists represent that in the year 1891 there was allotted to the members of said tribe approximately six thousand (6,000) acres out of the above-described tracts of land, leaving approximately eighty-four thousand seven hundred and ten (84,710) acres of rich agricultural lands for which the Government by said agreement was to pay said tribe the consideration of thirty thousand and six hundred ($30,600) dollars, *or approximately* thirty-six (36) cents per acre.

Your memorialists represent that at the date of executing said agreement the tribe consisted of 67 persons, 19 of whom were male adults, and but 17 of such 19 adults were present and signed said agreement. At the time there were but four members of the tribe that could speak and understand the English language, and only two of the four were at all proficient in the use of that language; that one of the said two English-speaking Indians was Peter Dupee, a Sioux Indian, and he served in the capacity of interpreter of each contracting party. The tribe at that time was illiterate, ignorant, and wholly unschooled in the transaction of business, and knew practically nothing about the value of lands or the significance of money. The tribe was but a mere handful of ragged, poverty-stricken men, women, and children. It is evident that the shrewd and skilled commissioners on the part of the United States were cognizant of those facts and drove a hard bargain. They carried instructions into effect like agreements with other tribes in the then Cherokee Outlet, with the view of preparing for settlement by homesteaders as much land as possible. But the commissioners were unsuccessful in effecting such an agreement with the Ponca, Oto, Kaw, and Osage tribes of Indians, all neighboring tribes of the Tonkawas, but more numerous, educated, and skilled in diplomacy.

That the consideration stipulated to be paid to the Tonkawa Indians for such cession of lands was unconscionably low and insignificant is self-evident. Within the space of two years thereafter, under the act of Congress approved March 3, 1893, the Cherokee Outlet, including the lands in question, was opened for settlement. That portion of said Cherokee Outlet where these lands are situate was sold to the settlers for the consideration of $2.50 per acre. The transaction was looked upon by both the Government and the settler as a virtual donation of lands. The actual consideration for the lands was the condition of settlement, residence, cultivation, and improvement.

In 1891 the territory ceded by the Tonkawa Indians to the United States was reasonably worth $10 per acre. The lands were worth that much for grazing purposes alone. Almost to an acre they were rich, alluvial river-bottom agricultural land. They are crossed and intercrossed by rivers and numerous flowing streams, and to-day they constitute the richest and most productive portion of the Territory of Oklahoma.

Your memorialists are constrained to view the transaction as an unfair, unjust, and virtual confiscation of their reservation. Since said agreement the Government has allotted to the neighboring tribes of Poncas, Otoes, Kaws, and Osages their entire reservations, and opened no part thereof for settlement.

In order to pacify us and silence our demands the argument has been advanced that our tribe had no rights to the lands in question; that the consideration so paid for the cession was fixed upon the necessities of the situation and the destitute condition of the Indians, and not upon the basis of any valuable interest the Indians had in the lands. No argument could be more unreasonable. The position is wholly untenable. Briefly, the history of the title to the lands in question, going back more than a quarter of a century, is as follows: That by deed dated June 14, 1883, the Cherokee Nation conveyed said tracts of land to the United States, in trust for the use and benefit of

the Nez Perces tribe of Indians; that in 1885 the latter tribe relinquished and quitclaimed to the United States the lands in question, in trust for the use and benefit of such Indians as the United States might see fit to locate thereon. That subsequently and in the year 1885 the United States, recognizing the aboriginal, inherent, and natural rights of the Tonkawa Indians, like other American Indians, to own and occupy exclusively a reservation of the public domain of the United States, and further recognizing and appreciating the loyalty and service of the Tonkawa Indians to the Government in hunting down and subduing the murderous and warlike bands of Indians that theretofore infested the West, removed and established the Tonkawas upon their reservation hereinbefore described, promising them a home upon said reservation and a title to the lands in consideration of their removal.

Your memorialists having herein briefly shown that their claims rest upon the sure foundations of treaty, law, and justice, respectfully petition your honorable body to give them prompt and full consideration and investigation, and to enact such legislation as will require the speedy and equitable adjustment of their claim for additional and reasonable compensation for their said lands of which they were so unjustly deprived. When this shall have been done, your memorialists urgently request that prompt payment of the amount so found to be due and payable to them be distributed to those entitled to receive it.

And your petitioners will ever pray.

Adopted by the Tonkawa Indians of Oklahoma in council assembled at Oakland Agency, in Kay County, Territory of Oklahoma, this 2d day of January, 1907.

JESSE ————————,
President of the Council.
FRANK E. MASON,
Secretary of the Council.

AFFIDAVIT OF FRANK E. MASON.

TERRITORY OF OKLAHOMA, *County of Kay, ss:*

Frank E. Mason, of lawful age, being first duly sworn, on oath deposes and says:

That his name is Frank Mason; that he is 38 years of age, and resides on the reserve of the Tonkawa Indians in said county and Territory.

That he is and was at the times hereinafter mentioned a member of the Tonkawa tribe of Indians herein referred to.

That on the 21st day of October, 1891, when a treaty was made between the United States and said tribe of Indians whereby the latter ceded their reservation to the former, he was absent from the tribe and was in the Government employment at Chilocco, in the Territory of Oklahoma.

That at that time of making said treaty or agreement there were 18 male and 29 female adult members of said tribe, and that but 17 of the adult male members were present at the execution of such agreement.

That at that time there were but 4 members of said tribe who could speak and understand the English language, and but 2 who were at all proficient therein, being Peter Dupee and this affiant.

That affiant had no knowledge of the said proposed agreement and did not learn about the execution thereof for eight months thereafter.

That at that time said tribe was illiterate, ignorant, and unschooled in the transaction of business, and the value and significance of the consideration for such cession of lands. That affiant believes at that time $10 per acre would have been the reasonable market value of the lands ceded to the Government, and that the consideration expressed in said agreement and actually paid to the Indians was unconscionably low and was a virtual confiscation of their lands.

FRANK E. MASON.

Subscribed and sworn to before me this 26th day of December, 1906.

[SEAL.] HOMER A. COLE,
Notary Public.

My commission expires October 31, 1910.

AFFIDAVIT OF JOHN RUSH BUFFALO.

TERRITORY OF OKLAHOMA, *County of Kay, ss:*

John Rush Buffalo, of lawful age, being first duly sworn, on oath deposes and says:

That his name is John Rush Buffalo; that he is about 38 years of age; that he resides upon the tract or territory formerly owned by the Tonkawa tribe of Indians in the Territory of Oklahoma.

That he is now and has been all his life a member of the Tonkawa tribe of Indians aforesaid.

That on the 21st day of October, 1891, when an agreement was made between said tribe of Indians and the United States of America, whereby the former ceded to the latter their reservation in Oklahoma, he was absent from the tribe and was in the employment of the Govment at Chilocco, in the Territory of Oklahoma.

That at the time of making said agreement he was upward of 21 years of age and was entitled to be present at the making of such cession of territory by his said tribe. That he had no notice or knowledge of the proposed convention or making of such agreement, and did not learn of the same for a long time after its execution.

That at that time the tribe as a whole was illiterate, a limited number only could speak the English language or understand it, and that the tribe then was unable to understand what it meant to dispose of their reservation for so low a consideration; that in his opinion their said lands were well worth $10 an acre, and in justice the Government should pay the tribe the difference.

JOHN RUSH BUFFALO.

Subscribed and sworn to before me this 2d day of January, 1906.

[SEAL.] H. C. R. BRODBOLL,
Notary Public.

My commission expires June 1, 1910.

AFFIDAVIT OF JOHN ALLEN.

TERRITORY OF OKLAHOMA, *County of Kay, ss:*

John Allen, of lawful age, being first duly sworn, on oath deposes and says:

That his name is John Allen; that he is about 33 years of age, and resides upon his allotment in Kay County, Territory of Oklahoma.

That by birth and blood he is a member of the Tonkawa tribe of Indians, and has been acknowledged as such all his life.

That although affiant was present at the making of an agreement between his tribe and the United States on the 21st day of October, 1891, whereby the tribe ceded to the Government their reservation in Oklahoma, he was a youth, under age, could understand very little English, and possessed no business judgment. That while he was aware that they were selling their reservation to the Government, he had very little idea or conception of what they were to receive for such sale. That it was represented by the commissioners of the United States that the consideration for the lands was an enormous sum of money and would provide each member of the tribe with a vast fortune.

That with the exception of a very few Indians present, the other members of the tribe knew no English and were very little if any better qualified to deal with those shrewd commissioners.

Affiant further states that the consideration allowed for their said lands was unreasonably small; that their lands were well worth $10 per acre, and would have brought that on the market.

JOHN ALLEN.

Subscribed and sworn to before me this 2d day of January, 1906.

[SEAL.] H. C. R. BRODBOLL,
Notary Public.

My commission expires June 1, 1910.

EXTRACTS FROM REPORT OF LIEUT. ELIAS CHANDLER, ACTING INDIAN AGENT FOR THE TONKAWAS.

These Indians claim this country as their original home, and manifest a dislike to leave it; but if they could be furnished a good reservation in the Indian Territory, remote from that of the Comanches, their mortal enemies, there would be no trouble in securing their removal. I have several times called the attention of the Department to the condition of these Indians, but no action has been taken toward their removal. (Report Commissioner Indian Affairs, 1883, p. 136.)

These Indians are perfectly peaceable and law abiding, and no trouble has ever occurred between these Indians and the white settlers. The Tonkawas have ever been the friend of the white man, and they have many times suffered at the hands of their neighbors, the Comanches and Kiowas, on account of that friendship; yet, notwithstanding all this, they are more poorly provided for by the Government than any other tribe of Indians in the country. Their lands have all been taken from them, and none have been given them in return. (Report Commissioner Indian Affairs, 1883, p. 137.)

The Indians under my charge consist of 78 Tonkawas and 19 Lipans. These two tribes are so intermixed that, for all purposes of this report, they may be considered as belonging to one tribe. Between these Indians and the whites their exists the most cordial relation, the latter well remembering of what inestimable value were the Tonkawas during the troubles with the Comanches and Kiowas, only a few years since. Not a single case of difficulty between the Indians and whites has come under my observation since I took charge here nearly three years ago. (Report Commissioner Indian Affairs, 1884, p. 153.)

It has been expected for the past two years that a change in the location of these Indians would be made, and now, I am pleased to say, there is every reason to believe that the time is near at hand when the long-desired change is to take place. Active preparations are being made for their removal from this place to the Quapaw Reservation, in the Indian Territory, and there I trust they may have the same advantages as to schools and churches as other tribes not half so deserving have had for years past. Had the Tonkawas followed in the footsteps of their neighbors, the Comanches and Kiowas, and taken up arms against the whites, instead of assisting the whites against their red brethren, they too, might be enjoying the advantages of a good reservation, large herds of cattle, and, in short, all the advantages enjoyed by the Comanches, who formerly roamed over the immense plains of this portion of Texas, *killing the defenseless* whites and driving off their stock. On the contrary,

the Tonkawas, on account of affiliating with the white settlers and United States soldiers, suffered a loss of about 400 men, women, and children at the hands of the Comanches and Kiowas. Having no reservation, they are forced to depend upon the miserable pittance granted them by a generous (?) Government, a sum hardly sufficient to keep soul and body together. I trust that the time of their deliverance is at hand, and on their new reservation in the Indian Territory they may be dealt with in a manner worthy of the great service they have rendered their country. (Report Commissioner Indian Affairs, 1884, p. 154.)

EXTRACTS FROM REPORTS OF THE COMMISSIONER OF INDIAN AFFAIRS.

The Tonkawa Indians, who were removed from the State of Texas during the month of October, 1884, to the Iowa Reservation in the Indian Territory, were in June last removed to the Oakland Reservation in that Territory, which had just been vacated by the removal of the Nez Percés, above referred to. The Iowas had objected to the location of the Tonkawas upon their reserve, and the Oakland Reservation seemed to be well adapted to the wants of the Tonkawas, for whom the improvements made for the Nez Percés were available.

Previous to their departure, the Nez Percés, for whose use and benefit the Oakland Reservation had been conveyed to the United States in trust by the Cherokee Nation, relinquished all their right, title, and interest in and to the lands included in the reservation. It is now proposed to ask Congress to confirm to the Tonkawas by a valid title a sufficient quantity of land belonging to this reservation to provide for all their wants. (Report Commissioner Indian Affairs, 1885, p. 57.)

The Tonkawas in Texas, a small band who number about 100, entirely friendly, some of them serving as scouts to the military in that State, should have some consideration shown them, and provision made to supply their wants. They properly should be established with the other small bands of Texas Indians who were years ago removed to the leased district, and are now embraced in the Iowa and Wichita Agency, but they object on the ground that some of the bands are hostile toward them. (Report Commissioner Indian Affairs, 1869, p. 41.)

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 207.

LAWS REGULATING LIABILITY OF EMPLOYERS FOR INJURIES TO EMPLOYEES.

Mr. BURKETT presented the following

COMPILATION OF THE LAWS OF THE STATES, TERRITORIES, AND UNITED STATES REGULATING THE LIABILITY OF EMPLOYERS FOR INJURIES TO EMPLOYEES. PREPARED BY THE UNITED STATES BUREAU OF LABOR.

JANUARY 28, 1908.—Ordered to be printed.

LAWS OF THE STATES, TERRITORIES, AND UNITED STATES REGULATING THE LIABILITY OF EMPLOYERS FOR INJURIES TO EMPLOYEES.

[Prepared by the U. S. Bureau of Labor.]

ALABAMA.

CODE OF 1897, CIVIL CODE.

Liability of employers for injuries to employees.

SECTION 1749. When a personal injury is received by a servant or employee in the service or business of the master or employer, the master or employer is liable to answer in damages to such servant or employee, as if he were a stranger, and not engaged in such service or employment, in the cases following: Injury caused by—

1. When the injury is caused by reason of any defect in the condition of the ways, works, machinery, or plant connected with, or used in the business of the master or employer. Defects.

2. When the injury is caused by reason of the negligence of any person in the service or employment of the master or employer, who has any superintendence intrusted to him, whilst in the exercise of such superintendence. Negligence of superintendent.

3. When such injury is caused by reason of the negligence of any person in the service or employment of the master or employer, to whose orders or directions the servant or employee, at the time of the injury, was bound to conform, and did econform, if such injuries resulted from his having so conformed. Or one in authority.

Obedience to rules or instructions.

4. When such injury is caused by reason of the act or omission of any person in the service or employment of the master or employer, done or made in obedience to the rules and regulations or by-laws of the master or employer, or in obedience to particular instructions given by any person delegated with the authority of the master or employer in that behalf.

Negligence of person in charge of railroad signal, etc.

5. When such injury is caused by reason of the negligence of any person in the service or employment of the master or employer, who has the charge or control of any signal, points, locomotive, engine, switch, car, or train upon a railway, or of any part of the track of a railway.

Exceptions.

But the master or employer is not liable under this section, if the servant or employee knew of the defect or negligence causing the injury, and failed in a reasonable time to give information thereof to the master or employer, or to some person superior to himself engaged in the service or employment of the master or employer, unless he was aware that the master or employer, or such superior already knew of such defect or negligence; nor is the master or employer liable under subdivision 1, unless the defect therein mentioned arose from, or had not been discovered or remedied owing to the negligence of the master or employer, or of some person in the service of the master or employer, and intrusted by him with the duty of seeing that the ways, works, machinery, or plant, were in proper condition.

In order for recovery there must be actual employment; volunteer service or service outside the line of duty is not protected. (85 Ala., 203.)

Liability is based on the fact of employment and not on contract, and can not be avoided by a contract or rule attempting to place the risk on the employee. (97 Ala., 126.)

The statute does not apply to known risks and dangers of the service against which human skill and caution can not provide, nor to accidents incident to the business. (94 Ala., 199.)

This section does not abrogate the defense of contributory negligence; a negligent employee can not recover under its provisions. (8 So. Rep., 357.)

But if a fellow-servant acted so recklessly or wantonly as to raise the imputation of a willful or intentional injury, with knowledge that injury would probably result from his conduct, contributory negligence is not a defense. (85 Ala., 269.)

Injury alone does not raise a presumption of negligence. (97 Ala., 171.)

Causal connection must be shown between negligence and injury. (91 Ala., 496.)

Jury may infer such connection from circumstances. (95 Ala., 397.)

Damages recoverable are compensatory and not punitive, and do not include exemplary damages or damages for pain, suffering, or loss of society. (91 Ala., 548.)

The employee must have notice or knowledge of rules to make their violation contributory negligence. (112 Ala., 216.)

Custom and practice can not justify negligence. (94 Ala., 277.)

But employer may acquiesce in breach of rule. (100 Ala., 232.)

Or waive its observance by inconsistent requirements. (111 Ala., 275.)

A defect in ways must be of an inherent part; a movable object temporarily on the track is not within the statute. (110 Ala., 185.

Superintendence is not necessarily that exercised over the injured person, but if the negligence of a superintendent results in injury to any servant of the common master, the latter is liable. (97 Ala., 240.)

A superintendent put over a gang of laborers by a city can not be repudiated on the ground that his appointment was illegal when an employee brings action for injuries received through the superintendent's negligence. (14 So. Rep., 357.)

The provisions of subsection 5 do not apply to the engineer of a stationary engine moving cars in a mine by the use of a cable and a drum. (26 So. Rep., 124.)

Damages exempt.

SEC. 1750. Damages recovered by the servant or employee, of and from the master or employer, are not subject to the payment of debts, or any legal liabilities incurred by him.

Injury causing death.

SEC. 1751. If such injury results in the death of the servant or employee, his personal representative is entitled to maintain an action therefor, and the damages recovered are not subject to the payment of debts or liabilities, but shall be distributed according to the statute of distributions.

When the injury results in death, no one but the personal representative can sue. (83 Ala., 493.)

Damages are recoverable if injury was a contributing cause of death. (91 Ala., 496.)

If deceased left no next of kin, only nominal damages will be awarded. (92 Ala., 231.)

That the deceased was a minor makes no difference under this statute. (90 Ala., 13.)

ARIZONA.

REVISED STATUTES OF 1901.

CIVIL CODE.

Acts of fellow-servants.

Employing corporations liable.

SEC. 2767. Every corporation doing business in the Territory of Arizona shall be liable for all damages done to any employee in consequence of any negligence of its agents or employees to any person sustaining such damage: *Provided*, Such corporation has had previous notice of the incompetency, carelessness, or negligence of such agent or employee.

ARKANSAS.

DIGEST OF STATUTES, 1904.

Fellow-servants—Railroad companies.

Vice-principal defined.

SEC. 6658. All persons engaged in the service of any railway corporations, foreign or domestic, doing business in this State, who are intrusted by such corporation with the authority of superintendence, control, or command of other persons in the employ or service of such corporation, or with the authority to direct any other employee, in the performance of any duty of such employee, are vice-principals of such corporation and are not fellow-servants with such employee.

Fellow-servants.

SEC. 6659. All persons who are engaged in the common service of such railway corporations, and who, while so engaged, are working together to a common purpose, of same grade, neither of such persons being intrusted by such corporations with any superintendence or control over their fellow-employees, are fellow-servants with each other: *Provided*, Nothing herein contained shall be so construed as to make employees of such corporation in the service of such corporation fellow-servants with other employees of such corporation engaged in any other department or service of such corporation. Employees who do not come within the provisions of this section shall not be considered fellow-servants.

Contracts limiting liability.

SEC. 6660. No contract made between the employer and employee based upon the contingency of the injury or death of the employee limiting the liability of the employer under this act, or fixing damages to be recovered, shall be valid and binding.

The effect of these sections is to limit the risk assumed by an employee, on account of the acts or omissions of persons in the service of the same employer, to the neglect of those who are fellow-servants within the meaning of the statute, and to render the employer liable for injuries occasioned by the negligence of all other fellow-employees in the discharge of their duties. (53 S. W. Rep., 406.)

The authority that occasions liability is not merely one that may be assumed by a workman drawing larger pay or having slightly different duties, but must be actually intrusted to the vice-principal by the corporation. (85 Fed. Rep., 379.)

ACTS OF 1907.

CHAPTER 69.—*Liability of employers for injuries to employees.*

Injury caused by negligence of—

SEC. 1. All railroad companies operating within this State, whether incorporated or not, and all corporations of every kind and character, and every company whether incorporated or not, engaged in the mining of coal, who may employ agents, servants, or employees, such agents, servants, or employees being in the exercise of due care, shall be liable to respond in damages for injuries or death sustained by any such agent, employee, or servant resulting from the careless omission of duty or negligence of such employer, or which may result from the carelessness, omission of duty, or negligence of any other agent, servant, or employee of the said employer, in the same manner and to the same extent as if the carelessness, omission of duty, or negligence causing the injury or death was that of the employer.

Employer.

Fellow-servant.

The law regulating the working of mines provides that a right of action for direct damages shall accrue to any party injured, or to his heirs if the injury results in death, where the injury is occasioned by a willful violation of the statute or a willful failure to comply with its provisions. (Dig. Stat., sec. 5350, amended by chap. 225, Acts of 1905.)

CALIFORNIA.

DEERING'S CODES AND STATUTES, 1885.

CIVIL CODE.

Liability of employers for injuries to employees.

SEC. 1970 (as amended by chapter 97, Acts of 1907). An employer is not bound to indemnify his employee for losses suffered by the latter in consequence of the ordinary risks of the business in which he is employed, nor in consequence of the negligence of another person employed by the same employer in the same general business, unless the negligence causing the injury was committed in the performance of a duty the employer owes by law to the employee, or unless the employer has neglected to use ordinary care in the selection of the culpable employee: *Provided, nevertheless,* That the employer shall be liable for such injury when the same results from the wrongful act, neglect, or default of any agent or officer of such employer, superior to the employee injured, or of a person employed by such employer having the right to control or direct the services of such employee injured, and also when such injury results from the wrongful act, neglect, or default of a coemployee engaged in another department of labor from that of the employee injured or employed upon a machine, railroad train, switch signal point, locomotive engine, or other appliance than that upon which the employee is [sic] injured is employed, or who is charged with the dispatching trains, or transmitting telegraphic or telephonic orders upon any railroad or in the operation of any mine, factory, machine shop, or other industrial establishment.

Ordinary risks.

Superior servants.

Other departments, etc.

Knowledge by an employee injured of the defective or unsafe character or condition of any machinery, ways, appliances or structures of such employer shall not be a bar to recovery for any injury or death caused thereby, unless it shall also appear that such employee fully understood, comprehended, and appreciated the dangers incident to the use of such defective machinery, ways, appliances, or structures, and thereafter consented to use the same or continued in the use thereof.

Knowledge.

When death, whether instantaneous or otherwise, results from an injury to an employee received as aforesaid, the personal representative of such employee shall have a right of action therefor against such employer, and may recover damages in respect thereof for and on behalf and for the benefit of the widow, children, dependent parents, and dependent brothers and sisters, in order of precedence as herein stated, but no more than one action shall be brought for such recovery.

Injuries causing death.

Waivers.

Any contract or agreement, express or implied, made by any such employee to waive the benefits of this section, or any part thereof, shall be null and void, and this section shall not be construed to deprive any such employee or his personal representative, of any right or remedy to which he is now entitled under the laws of this State.

Contributory negligence.

The rules and principles of law as to contributory negligence which apply to other cases shall apply to cases arising under this section, except in so far as the same are herein modified or changed.

SEC. 1971. An employer must in all cases indemnify his employees for losses caused by the former's want of ordinary care.

[Various acts regulating the working of mines provide that violation thereof or willful failure to comply therewith renders persons so offending liable to all damages resulting because of such violation of failure. (Acts of Mar. 13, 1872; Act of Mar. 27, 1874; chap. 74, Acts of 1893.)]

COLORADO.

CONSTITUTION.

ARTICLE 15.—*Contracts of employees waiving right to damages.*

Contracts waiving right to damages.

SEC. 15. It shall be unlawful for any person, company or corporation to require of its servants or employees, as a condition of their employment or otherwise, any contract or agreement whereby such person, company or corporation shall be released or discharged from liability or responsibility on account of personal injuries received by such servants or employees while in the service of such person, company or corporation by reason of the negligence of such person, company or corporation, or the agents or employees thereof, and such contracts shall be absolutely null and void.

MILL'S ANNOTATED STATUTES OF 1891 AND SUPPLEMENT OF 1905.

Liability of employers for injuries to employees.

Injury caused by—

SEC. 1511a. Where, after the passage of this act, personal injury is caused to an employee, who is himself in the exercise of due care and diligence at the time;

Defects.

(1) By reason of any defect in the condition of the ways, works or machinery connected with or used in the business of the employer, which arose from or had not been discovered or remedied owing to the negligence of the employer, or of any person in the service of the employer, and intrusted by him with the duty of seeing that the ways, works and machinery were in proper condition; or

(2) By reason of the negligence of any person in the service of the employer, intrusted with or exercising superintendence whose sole or principal duty is that of superintendence; Negligence of superintendent.

(3) By reason of the negligence of any person in the service of the employer who has the charge or control of any switch, signal, locomotive engine or train upon a railroad, the employee, or in case the injury results in death the parties entitled by law to sue and recover for such damages shall have the same right of compensation and remedy against the employer, as if the employee had not been an employee of or in the service of the employer or engaged in his or its work. Of person in charge of railroad signal, etc.

SEC. 1511b. The amount of compensation recoverable under this act, in case of a personal injury resulting solely from the negligence of a coemployee, shall not exceed the sum of five thousand dollars. No action for the recovery of compensation for injury or death under this act shall be maintained unless written notice of the time, place and cause of the injury is given to the employer within sixty days, and the action is commenced within two years from the occurrence of the accident causing the injury or death. But no notice given under the provisions of this section shall be deemed invalid or insufficient solely by reason of any inaccuracy in stating the time, place or cause of injury: *Provided*, It is shown that there was no intention to mislead, and that the party entitled to notice was not in fact misled thereby. Damages. Notice. Limitation.

SEC. 1511c. Whenever an employee enters into a contract, either written or verbal, with an independent contractor, to do part of such employer's work, or whenever such contractor enters into a contract with a subcontractor to do all or a part of the work comprised in such contract or contracts with the employer, such contract or subcontract shall not bar the liability of the employer for injuries to the employees of such contractor or subcontractor, by reason of any defect in the condition of the ways, works, machinery, or plant, if they are the property of the employer or furnished by him, and if such defect arose or had not been discovered or remedied through the negligence of the employer or of some person intrusted by him with the duty of seeing that they were in proper condition. Contractors' employees.

SEC. 1511d. An employee or those entitled by law to sue and recover, under the provisions of this act, shall not be entitled under this act to any right of compensation or remedy against his employer in any case where such employee knew of the defect or negligence which caused the injury, and failed within a reasonable time to give or cause to be given information thereof to the employer or to some person superior to himself in the service of his employer, who had intrusted to him some general superintendence. Knowledge of defect.

Liability of fellow-servant.

SEC. 1511e. If the injury sustained by the employee is clearly the result of the negligence, carelessness or misconduct of a coemployee the coemployee shall be equally liable, under the provisions of this act, with the employer, and may be made a party defendant in all actions brought to recover damages for such injury. Upon the trial of such action, the court may submit to and require the jury to find a special verdict upon the question as to whether the employer or his vice-principal was or was not guilty of negligence proximately causing the injury complained of; or whether such injury resulted solely from the negligence of the coemployee, and in case the jury by their special verdict find that the injury was solely the result of the negligence of the employer or vice-principal, then and in that case the jury shall assess the full amount of plaintiff's damages against the employer, and the suit shall be dismissed as against the employee; but in case the jury by their special verdict find that the injury resulted solely from the negligence of the coemployee, the jury may assess damages both against the employer and employee.

This act does not in any manner repeal or modify any of the provisions of sections 1508–1512. (58 Pac. Rep., 28.)

Nor are the provisions as to notice, procedure, and limit of damages herein contained affected by chapter 67, Acts of 1901. (126 Fed. Rep., 339.)

Acts of fellow-servants.

SEC. 1511f. Every corporation, company or individual who may employ agents, servants or employees, such agents, servants or employees being in the exercise of due care, shall be liable to respond in damages for injuries or death sustained by any such agent, employee or servant, resulting from the carelessness, omission of duty or negligence of such employer, or which may have resulted from the carelessness, omission of duty or negligence of any other agent, servant or employee of the said employer, in the same manner and to the same extent as if the carelessness, omission of duty or negligence causing the injury or death was that of the employer.

Law construed.

SEC. 1511g. All acts and parts of acts in conflict herewith are hereby repealed: *Provided, however,* That this act shall not be construed to repeal or change the existing laws relating to the right of the person injured, or in case of death, the right of the husband or wife, or other relatives of a deceased person, to maintain an action against the employer.

This act has no effect on the provisions of chapter 77, Acts of 1893, as to notice, limit of damages, or procedure. (126 Fed. Rep., 339.)

The law regulating the working of mines provides for a right of action for direct damages against persons violating or willfully failing to comply with said law, where such violation or failure results in injury. When death ensues, the widow or lineal heirs may sue. (Sec. 3192.)

An act requiring railroads' switch rails to be blocked makes a failure to do so prima facie evidence of negligence where employees or others are injured as a result of such failure. (Sec. 3751e.)

CONNECTICUT.

GENERAL STATUTES OF 1902.

Duties of employers.

SEC. 4702. It shall be the duty of the master to exercise reasonable care to provide for his servant a reasonably safe place in which to work, reasonably safe appliances and instrumentalities for his work, and fit and competent persons as his colaborers; to exercise reasonable care in the appointment or designation of a vice-principal, and to appoint as such vice-principal a fit and competent person. The default of a vice-principal in the performance of any duty imposed by law on the master shall be the default of the master.

Safe place, appliances, etc.

DELAWARE.

An act requiring air brakes to be used on passenger trains makes violators thereof liable in damages for injuries resulting from such violation. (Acts of 1903, chap. 394.)

FLORIDA.

GENERAL STATUTES OF 1906.

Liability of railroad companies for injuries to employees.

SEC. 3148. A railroad company shall be liable for any damage done to persons, stock or other property by the running of the locomotives, or cars, or other machinery of such company, or for damage done by any person in the employ and service of such company, unless the company shall make it appear that their agents have exercised all ordinary and reasonable care and diligence, the presumption in all cases being against the company.

Damage caused by operation of cars, etc.

SEC. 3149. No person shall recover damages from a railroad company for injury to himself or his property where the same is done by his consent or is caused by his own negligence. If the complainant and the agents of the company are both at fault, the former may recover, but the damages shall be diminished or increased by the jury in proportion to the amount of default attributable to him.

Negligence.

Comparative negligence.

SEC. 3150. If any person is injured by a railroad company by the running of the locomotives, or cars, or other machinery of such company, he being at the time of such injury an employee of the company, and the damage was caused by negligence of another employee, and without fault or negligence on the part of the person injured, his employment by the company shall be no bar to a recovery. No contract which restricts such liability shall be legal or binding.

Negligence of fellow-servants.

Contracts.

GEORGIA.

CODE OF 1895.

TITLE 2.—*Liability of railroad companies for injuries to employees.*

Measure of liability.

SEC. 2297. Railroad companies are common carriers, and liable as such. As such companies necessarily have many employees who can not possibly control those who should exercise care and diligence in the running of trains, such companies shall be liable to such employees as to passengers for injuries arising from the want of such care and diligence.

Though this statute imposes on railroad companies a different rule of liability from that applied to other classes of employers, it is not unconstitutional. (54 Ga., 509.)

A company is responsible even though others may be using its franchise. (49 Ga., 355.)

Employment and injury need not be immediately connected with the running of trains. (95 Ga., 301.)

Damages arising from operation of cars, etc.

SEC. 2321. A railroad company shall be liable for any damage done to persons, stock, or other property, by the running of the locomotives, or cars, or other machinery of such company, or for damage done by any person in the employment and service of such company, unless the company shall make it appear that their agents have exercised all ordinary and reasonable care and diligence, the presumption in all cases being against the company.

Negligence.

SEC. 2322. No person shall recover damage from a railroad company for injury to himself or his property, where the same is done by his consent, or is caused by his own negligence. If the complainant and the agents of the company are both at fault, the former may recover, but the damages shall be diminished by the jury in proportion to the amount of default attributable to him.

Comparative negligence.

Negligence of fellow-servants.

SEC. 2323. If the person injured is himself an employee of the company, and the damage was caused by another employee, and without fault or negligence on the part of the person injured, his employment by the company shall be no bar to the recovery.

This law is not unconstitutional. (73 Ga., 499.)

"Without fault" means that plaintiff must not have contributed to the injury, and must have used due diligence to prevent the consequences of company's negligence. (83 Ga., 594.)

But lack of ordinary care by plaintiff is no defense against willful and wanton neglect by defendant. (84 Ga., 774.)

Negligence not contributing to the injury sued upon will not prevent recovery. (71 Ga., 644.)

It is not negligence for a passenger engineer to remain at his post so long as a chance remains to avoid collision: public policy encourages such assumption of risk. (74 Ga., 738.)

An employee not connected with the running of trains may recover, although at fault, if injured by the running of trains; if injured otherwise he must be without fault in order to recover. (69 Ga., 715, 716.)

If an employee is without fault, the railroad is liable for the negligence of a coemployee, whether the injury is connected with the running of trains or not. (73 Ga., 499.)

An employee hurt while not on duty is on the same footing as the general public. (82 Ga., 580.)

An employee injured while coupling cars, using a method which violated orders, can not recover damages. Violation of rules by one employee does not excuse another, unless the employer is shown to so acquiesce as to sanction such violation. (86 Ga., 15.)

Rules are not binding unless promulgated. (84 Ga., 420.)

A track in a city used by several railroads, though the exclusive property of one, is for the time the track of the company using it; the proprietary company is not liable to its employees for its negligent use by another company. (79 Ga., 489.)

Sections 2297 and 2323 apply to street railways as well as to steam roads. (43 S. E. Rep., 751.)

Measure of liability of receivers.

SEC. 2324 (as amended by act No. 102, page 63, Acts of 1896). The liability of receivers, trustees, assignees, and other like officers operating railroads in this State, or partially in this State, for injuries and damages to persons in their employ, caused by the negligence of coemployees, or for injuries or damages to personal property, shall be the same as the liability now fixed by law governing the operation of railroad corporations in this State for like injuries and damages, and a lien is hereby created on the gross income of any such railroad while in the hands of any such receiver, trustee, or assignee, or other persons in favor of such injured employees or plaintiff, superior to all other liens against defendant under the laws of this State.

TITLE 3.—*Liability of employers for injuries to employees.*

Negligence of fellow-servants.

SEC. 2610. Except in case of railroad companies, the master is not liable to one servant for injuries arising from the negligence or misconduct of other servants about the same business.

Duty of employer.

SEC. 2611. The master is bound to exercise ordinary care in the selection of servants, and not to retain them after knowledge of incompetency; he must use like care in furnishing machinery equal in kind to that in general use, and reasonably safe for all persons who operate it with ordinary care and diligence. If there are latent defects in machinery, or dangers incident to an employment unknown to the servant, of which the master knows, or ought to know, he must give the servant warning in respect thereto.

Assumption of risk.

SEC. 2612. A servant assumes the ordinary risks of his employment, and is bound to exercise his own skill and diligence to protect himself. In suits for injuries arising from the negligence of the master in failing to comply with the duties imposed by the preceding section, it must appear that the master knew or ought to have known of the incompetency of the other servant, or of the defects or danger in the machinery supplied; and it must also appear that the servant injured did not know and had not equal means of knowing such fact, and by the exercise of ordinary care could not have known thereof.

Contracts waiving liability.

SEC. 2613. All contracts between master and servant, made in consideration of employment, whereby the master is exempted from liability to the servant arising from the negligence of the master or his servants, as such liability is now fixed by law, shall be null and void, as against public policy.

Degree of care.

SEC. 3830. If the plaintiff by ordinary care could have avoided the consequences to himself caused by the defendant's negligence, he is not entitled to recover. But in other cases the defendant is not relieved, although the plaintiff may in some way have contributed to the injury sustained.

ILLINOIS.

An act requiring thrashing machines, corn shellers, or any other machine driven by horsepower, to have the tumbling-rods or shafting boxed, makes the owner who fails to comply with the terms of the act liable to damages for injuries occasioned by such noncompliance. (Annotated Stats. of 1896, chap. 70, sec. 4.)

So also, the act regulating the working of coal mines. (Acts of 1899, act p. 300, sec. 33.)

The railroad safety-appliance law of 1905 takes away the defenses of assumed risks and of contributory negligence where an employee is injured because of the company's noncompliance with the law, though the employee knew of it. (Acts of 1905, act p. 350, sec. 9.)

INDIANA.

ANNOTATED STATUTES OF 1894—REVISION OF 1901.

CHAPTER 2.—*Liability of employers for injuries to employees—Contributory negligence to be matter of defense only.*

Actions for injuries, etc.

SEC. 359a. Hereafter in all actions for damages brought on account of the alleged negligence of any person, copartnership or corporation for causing personal injuries, or the death of any person, it shall not be necessary for the plaintiff in such action to allege or prove the want of contributory negligence on the part of the plaintiff, or on the part of the person for whose injury or death the action may be brought. Contributory negligence on the part of the plaintiff or such other person shall be a matter of defense, and such defense may be proved under the answer of general denial: * * *

Contributary negligence.

CHAPTER 81.—*Contracts of employees waiving right to damages.*

Contracts void.

SEC. 7082a. All contracts between employer and employee releasing the employer from liability for damages arising out of the negligence of the employer by which the employee is injured, or, in case of the employee's death, to his representatives, are against public policy, and hereby declared null and void.

SEC. 7082b. All contracts between employer and employee releasing third persons, copartnerships or corporations from liability for damages arising out of the negligence of such third persons, copartnerships or corporations by which the employee of such employer is injured, or in case of the death of such employee, to his representatives, are against public policy and are hereby declared null and void. Third persons.

SEC. 7082c. All contracts between an employee and a third person, copartnership or corporation in which it is agreed that the employer of such employee shall be released from liability for damages of such employee arising out of the negligence of the employer, or in case of the death of such employee, to his representatives, are against public policy and are hereby declared null and void: *Provided,* That nothing in this act shall apply to voluntary relief departments, or associations organized for the purpose of insuring employees. Nothing in this act shall be construed to revert back to contracts made prior to the passage of this act. Nor shall this act affect pending litigation: *Provided,* That nothing in any section of this act shall be so construed as to affect or apply to any contract or agreement that may be made between the employer and employee, or in case of death, his next of kin or his representative after an injury to the employee has occurred, but the provisions of this act shall apply solely to contracts made prior to any injury. Contracts releasing from liability. Insurance. Contracts made after injury.

CHAPTER 81.—*Liability of railroad companies, etc., for injuries to employees.*

SEC. 7083. Every railroad or other corporation, except municipal, operating in this State, shall be liable for damages for personal injury suffered by any employee while in its service, the employee so injured being in the exercise of due care and diligence, in the following cases: Injury caused by—

First. When such injury is suffered by reason of any defect in the condition of ways, works, plant, tools, and machinery connected with or in use in the business of such corporation, when such defect was the result of negligence on the part of the corporation, or some person intrusted by it with the duty of keeping such way, works, plant, tools, or machinery in proper condition. Defects.

Second. Where such injury resulted from the negligence of any person in the service of such corporation, to whose order or direction the injured employee at the time of the injury was bound to conform, and did conform. Negligence of superintendent.

Third. Where such injury resulted from the act or omission of any person done or made in obedience to any rule, regulation, or by-law of such corporation, or in obedience to the particular instructions given by any person delegated with the authority of the corporation in that behalf. Obedience to rules.

Fourth. Where such injury was caused by the negligence of any person in the service of such corporation who has charge of any signal, telegraph office, switch yard, Negligence of person in charge of railroad signal, etc.

shop, roundhouse, locomotive engine, or train upon a railway, or where such injury was caused by the negligence of any person, coemployee, or fellow-servant engaged in the same common service in any of the several departments of the service of any such corporation, the said person, coemployee, or fellow-servant, at the time acting in the place, and performing the duty of the corporation in that behalf, and the person so injured, obeying or conforming to the order of some superior at the time of such injury, having authority to direct; but nothing herein shall be construed to abridge the liability of the corporation under existing laws.

There is no constitutional objection to this act. (152 Ind., 1.)

This section does not relieve an employee from that caution and care of himself required by common law. (55 N. E. Rep., 440.)

The common-law doctrine of the assumption of risk is operative in connection with this act except to the extent that is set forth in terms in the statute. (67 N. E. Rep., 986.)

The general liability fixed in subsection 2 is not nullified by the specific enumeration of persons in subsection 4. (153 Ind., 420.)

A brakeman charged with the duty of opening and closing a switch for the passage of the train on which he is employed is not in charge of a switch yard so as to make the company liable for his negligence under subsection 4. (149 Ind., 167.)

Violation by an engineer of a city ordinance regulating the speed of trains is such negligence as to make the company liable to an employee injured by such violation. (152 Ind., 345.)

A locomotive engineer not acting under special orders, but engaged in the discharge of the regular duties of his employment, must be regarded as acting under the orders of some superior. (114 Fed. Rep., 918.)

A machine capable of moving itself and the cars attached, but primarily constructed and used as a pile driver, is not a locomotive within the meaning of subsection 4. (67 N. E. Rep., 1057.)

A resident of Illinois was injured in Indiana. Held by the surpeme court of Illinois that he could recover under the above section in the courts of that State. (52 N. E. Rep., 951.)

A workman put in temporary charge of other employees in the absence of the foreman does not by his negligent manner of laboring charge his employer with liability under this section. (152 Ind., 680.)

One at work in a gas main by order of his superintendent and injured by an explosion caused by the superintendent coming near with a lighted lantern could recover under this section. (54 N. E. Rep., 414.)

Measure of damages.

SEC. 7085. The damages recoverable under this act, shall be commensurate with the injury sustained unless death results from such injury, when, in such case, the action shall survive and be governed in all respects by the law now in force as to such actions: *Provided*, That where any such person recovers a judgment against a railroad or other corporation, and such corporation takes an appeal, and, pending such appeal, the injured person dies, and the judgment rendered in the court below be thereafter reversed, the right of action of such person shall survive to his legal representative.

Contracts waiving rights.

SEC. 7087. All contracts made by railroads or other corporations with their employees, or rules or regulations adopted by any corporation releasing or relieving it from liability to any employee having a right of action under the provisions of this act are hereby declared null and

void. The provisions of this act however shall not apply to any injuries sustained before it takes effect, nor shall it affect in any manner any suit or legal proceedings pending at the time it takes effect.

This section is constitutional. A contract releasing a company from liability on payment of a sum from its relief fund is void. (49 N. E. Rep., 582.)

An agreement that the beneficiary of a relief fund will not also sue for damages is not forbidden by this section. (53 N. E. Rep., 290.)

A contract with a relief department agreeing that the acceptance of benefits therefrom shall operate as a release of all claims against the railroad is nothing more than a contract for a choice between two modes of compensation, and is not a release within the meaning of the above section. Acceptance by a widow of such benefit will not bar her action as administratrix in behalf of her children. (152 Ind., 345.)

The law of the place of accident and not of the company's main office determines a claimant's right to recover. (108 Fed. Rep., 320.)

A provision of the act requiring steam railroads to be equipped with switch lights makes a company violating or failing to comply with the law liable to all persons and employees injured by reason of noncompliance, and takes away the defense of assumption of risk. (Sec. 5173c.)

A similar provision appears in a statute directing the equipment of railroad locomotives with engine brakes, the use of automatic couplers, and the placing of grab irons on cars. (Acts of 1903, Chap. 120.)

So also of the safety-appliance law of 1907 (Acts of 1907, Chap. 118); and the act regulating hours of labor of railroad employees. (Acts of 1907, Chap. 131.)

The statutes requiring fire escapes to be placed on factories, etc., makes owners who fail to comply with its terms liable in damages for the personal injury or death of any person occasioned by fire in a building not provided with fire escapes. (Acts of 1903, Chap. 122.)

The statute regulating the working of coal mines gives a right of action against the operator of a mine for injuries occasioned by any violation of the act, or willful failure to comply with its provisions. (Acts of 1905, Chap. 50.)

IOWA.

CODE OF 1897 AND SUPPLEMENT OF 1902.

Liability of railroad companies for injuries to employees.

Injuries caused by negligence.

SEC. 2071. Every corporation operating a railway shall be liable for all damages sustained by any person, including employees of such corporation, in consequence of the neglect of the agents, or by any mismanagement of the engineers or other employees thereof, and in consequence of the willful wrongs, whether of commission or omission, of such agents, engineers or other employees, when such wrongs are in any manner connected with the use and operation of any railway on or about which they shall be employed, and no contract which restricts such liability shall be legal or binding.

Contracts restricting liability.

Contracts of insurance, etc.

Nor shall any contract of insurance, relief, benefit, or indemnity in case of injury or death, entered into prior to the injury, between the person so injured and such corporation, or any other person or association acting for such corporation, nor shall the acceptance of any such insurance, relief, benefit, or indemnity by the person

injured, his widow, heirs, or legal representatives after the injury, from such corporation, person, or association, constitute any bar or defense to any cause of action brought under the provisions of this section, but nothing contained herein shall be construed to prevent or invalidate any settlement for damages between the parties subsequent to injuries received.

The intention of this statute is merely to give employees a right of action for injuries arising from the negligence of coemployees, and not to change the degree of care necessary as between master and servant. (26 Iowa, 363.)

The company is not liable to an employee under circumstances that would not have rendered it liable to one not an employee. (107 Iowa, 682.)

This statute does not confer upon a widow the right to sue for the death of her husband occasioned by the wrongful act of a railroad company. (88 N. W. Rep., 815.)

A railway company can not avoid liability under this statute by requiring of its employees more than reasonable care in the discharge of their duties. (83 Iowa, 380.)

This statute is not unconstitutional, being applicable to all persons or corporations engaged in a peculiar business. (20 Iowa, 338.)

It seems not to be applicable to street railways. (68 Fed. Rep., 82.)

A receiver, operating a railroad under the appointment of a court, is within the terms of this section. (62 Iowa, 728.)

The statute applies only to accidents growing out of the use and operation of railroads. One who is required in the course of his employment by a railroad company to go upon a train is to be regarded as being engaged in its operation, notwithstanding his employment may not be connected with the running of its trains. (41 Iowa, 344.)

The running of special trains by a construction company engaged in constructing a road is operating it within the meaning of this statute. (43 Iowa, 406.)

A clinker man in a roundhouse injured while coupling tanks moved by engines is within the statute. (87 Iowa, 206.)

So is a bridge worker who is required in the course of his employment to ride on trains. (47 Iowa, 375.)

So is a section hand. (36 Iowa, 372.)

And a man engaged in shoveling gravel from a gravel train. (43 Iowa, 406.)

Or in the operation of a dirt train. (36 Iowa, 52.)

Or in running a hand car. (137 U. S. Rep., 507.)

Operating a ditching machine which worked by the movement along the track of the train of which it forms a part is within the statute. (73 Iowa, 576.)

An employee injured while operating a derrick situated on a flat car, worked by moving the car, recovered under this statute. (73 Iowa, 576.)

As did one injured by the caving of a sand bank where he had been engaged in loading a train. (72 Iowa, 709.)

And one injured in a coal house by the negligent moving of a plank over which coal had been carried to the tender of a live engine. (106 Iowa, 54.)

But employees elevating coal to a platform from which tenders were to be filled were not within the statute. (70 Iowa, 555.)

Nor repair men at work on a track and not injured by the operation of the road. (68 Iowa, 22.)

Nor a car repairer who worked on cars while not in motion, though sometimes required to ride from place to place on trains of the company for the purpose of making such repairs at different places. (64 Iowa, 644.)

The foreman of an iron gang on a bridge, who controlled the speed of trains by signals, was directing the operation of trains in such a sense as to fix the liability of the railway company for the death of an employee

at the bridge, caused by a train running at too great speed. (72 N. W. Rep., 545.)

The fact that an employee is foreman of a crew of men whom he directs and whom he may hire or discharge does not prevent his being a coemployee with such workmen so that he can recover under this section for injuries received by their negligence. (60 Iowa, 230.)

A written contract by which an employee agrees to hold the company harmless for injuries received in doing certain acts which he is advised are dangerous is admissible for the purpose of showing the existence of the rule and of notice to the employee of such rule and of the danger. (73 Iowa, 158.)

This section does not make the employer responsible for negligent acts of an employee done tortiously or outside the line of duty. (78 N. W. Rep., 698.)

The statute directing the use of power brakes and automatic couplers on railroad trains abrogates the defense of assumed risks in cases of injury to employees occasioned by failure to comply with the law. (Sec. 2083.)

Failure to conform with the requirements of the law regulating the working of mines is declared to be culpable negligence in cases of injury resulting therefrom. (Sec. 2492.)

ACTS OF 1907.

CHAPTER 181.—*Liability of employers for injuries to employees—Assumption of risk.*

Notice by employees.

SEC. 1. In all cases where the property, works, machinery, or appliances of an employer are defective or out of repair, and the employee has knowledge thereof, and has given written notice to the employer, or to any person authorized to receive and accept such notice, or to any person in the service of the employer and entrusted by him with the duty of seeing that the property, works, machinery, or appliances are in proper condition, of the particular defect or want of repair, or when the employer or such other person has been notified in writing of such defect or want of repair by any person whose duty it is under the rules of the employer or the laws of the State to inspect such works, machinery, or appliances, or any person who is subject to the risk incident to such defect or want of repair, no employee after such notice shall, by reason of remaining in the employment with such knowledge, be deemed to have assumed the risk incident to the danger arising from such defect or want of repair.

Risk not assumed.

KANSAS.

GENERAL STATUTES OF 1901.

Liability of railroad companies for injuries to employees.

Negligence of agents and employees

SEC. 5858 (as amended by chapter 281, acts of 1907). 1. Every railroad company organized or doing business in the State of Kansas shall be liable for all damages done to any employee of said company in consequence of any negligence of its agents, or by any mismanagement of its engineers or other employees, to any person sustaining such damage: *Provided*, That notice in writing that an injury has been sustained, stating the

time and place thereof, shall have been given by or on behalf of the person injured to such railroad company within eight months after the occurrence of the injury: *Provided, however,* That where an action is commenced by the injured person within said eight months, it shall not be necessary to give said notice: *And provided further,* That where any person injured is in the hospital of or under the charge of the railroad company causing the injury, or is prevented by the effects of said injury, the said eight months shall not begin to run until such injured person is discharged from said hospital or care of said railroad company or until such disability be removed: *Provided further,* That in case said injured person shall die, as a result of said injuries, within said eight months, it shall not be necessary to give said notice: *Provided further,* That said notice need not state whether or not suit is intended to be brought.

Service of notice.

2. The service mentioned in section 1 hereof may be served by a written copy thereof, by the person injured or anyone on his behalf, upon any person designated by the railroad in any county in which the action might be brought, as provided in section 4499 of the General Statutes of Kansas of 1901, or if no such person has been designated or appointed, as in said section provided, then upon any local superintendent of affairs, freight agent, agent to sell tickets, or station keeper of such company or corporation in such county, or such service may be made by leaving a copy thereof at any depot or station of such company or corporation in such county with the person in charge thereof or in the employ of such company or corporation, and such service shall be held and deemed complete and effectual. Proof of such service shall be made by the affidavit of the party making the same, or other persons knowing the facts.

The statute requiring the installation of fire escapes on factories and of safety devices in manufacturing establishments authorizes an action for injuries or death resulting from disregard by the employer of the provisions of the act. (Acts of 1903, chap. 356.)

KENTUCKY.

An act regulating the construction of railroad bridges and tunnels and directing the use of air brakes of railroad trains and the blocking of frogs at switches makes the company liable for injuries resulting from a failure or neglect to comply with the provisions of the law. (Statutes of 1903, sec. 793.)

LOUISIANA.

REVISED CIVIL CODE—EDITION OF 1887.

Liability of employers for injuries to employees.

Negligence.

ART. 2316. Every person is responsible for the damage he occasions not merely by his act, but by his negligence, his imprudence, or his want of skill.

Acts of employees, etc.

ART. 2317. We are responsible, not only for the damage occasioned by our own act, but for that which is caused

by the act of persons for whom we are answerable, or of the things which we have in our custody. * * *

ART. 2320. Masters and employers are answerable for the damage occasioned by their servants and overseers in the exercise of the functions in which they are employed. Liability of employers.

Teachers and artisans are answerable for the damage caused by their scholars or apprentices while under their superintendence.

In the above cases responsibility only attaches when the masters or employers, teachers and artisans, might have prevented the act which caused the damage and have not done it.

A youth put to work at a dangerous machine without instruction has, under the above sections, an action for injuries received while so employed. (23 So. Rep., 469.)

MARYLAND.

PUBLIC LOCAL LAWS—CODE OF 1888.

ARTICLE 1.—*Liability of operators, etc., of mines for injuries to employees.*

SECTION 195a (added by chapter 412, Acts of 1902). Law applies to whom. Any corporation, partnership, association, individual, individuals, engaged in the business of owning or conducting any coal mines, clay mines in Allegany or Garrett counties, whether such owner or owners, operator or operators be residents of the State of Maryland or not, employing persons in the operation of mining coal or clay, Who may claim benefit. shall be liable in law to any employee engaged in such occupation or to his legal representatives, in case of death, for the damage arising and flowing from any injury received by said employee through the negligence of said owner or operator or from the negligence of any agent or Negligence. agents, employee or employees, and if the negligence causing such injury be found to consist of the joint or collective negligence of both the employer, his agent or agents, employee or employees, on the one hand, and of the negligence of the injured employee on the other hand, then it shall be the duty of the jury, or of the court sitting as a jury, to determine and ascertain as near as may be the proportion of such negligence of which each has been guilty, and having ascertained and determined such proportions of negligence causing the injury, it shall be the duty of the jury, or of the court sitting as a jury, to apportion the damages arising from said injury in like proportion or degree, and award to the plaintiff or plaintiffs the proportion of damages suffered which it shall have been Joint negligence. determined was the proportion of the defendant's or defendants' negligence contributing to the injury complained of.

The statute regulating the operation of mines in Allegany and Garrett counties makes owners or operators who fail to comply therewith liable in damages for injury or death occasioned by such failure. (Art. 1 (revision of 1902), sec. 209n.)

MASSACHUSETTS.

REVISED LAWS OF 1902.

CHAPTER 106.—*Contracts of employees waiving right to damages.*

Contracts forbidden.

SEC. 16. No person shall, by a special contract with his employees, exempt himself from liability which he may be under to them for injuries suffered by them in their employment, and resulting from the negligence of the employer or of a person in his employ.

This section does not preclude the use of an application for employment in which the applicant undertakes to make a careful examination of all objects near the tracks of a railroad so that he shall be aware of the dangers attendant upon his employment, although his doing so relieves his employer, in a measure, of his liability. (55 N. E. Rep., 891.)

CHAPTER 106.—*Liability of employers for injuries to employees.*

Injury caused by—

SEC. 71. If personal injury is caused to an employee, who, at the time of the injury, is in the exercise of due care, by reason of:

Defects;

First. A defect in the condition of the ways, works, or machinery connected with or used in the business of the employer, which arose from, or had not been discovered or remedied in consequence of, the negligence of the employer or of a person in his service who had been entrusted by him with the duty of seeing that the ways, works, or machinery were in proper condition; or,

Negligence of superintendent.

Second, The negligence of a person in the service of the employer who was entrusted with and was exercising superintendence and whose sole or principal duty was that of superintendence, or, in the absence of such superintendent, of a person acting as superintendent with the authority or consent of such employer; or,

Person in charge of railroad signal etc.

Third, The negligence of a person in the service of the employer who was in charge or control of a signal, switch, locomotive engine or train upon a railroad;

Status of employee.

The employee, or his legal representatives, shall, subject to the provisions of the eight following sections, have the same rights to compensation and of action against the employer as if he had not been an employee, nor in the service, nor engaged in the work, of the employer.

Definitions.

A car which is in use by, or which is in possession of, a railroad corporation shall be considered as a part of the ways, works or machinery of the corporation which uses or has it in possession, within the meaning of clause one of this section, whether it is owned by such corporation or by some other company or person. One or more cars which are in motion, whether attached to an engine or not, shall constitute a train within the meaning of clause three of this section, and whoever, as a part of his duty for the time being, physically controls or directs the

movements of a signal, switch, locomotive engine or train shall be deemed to be a person in charge or control of a signal, switch, locomotive engine or train within the meaning of said clause.

To maintain an action under this statute it is necessary that the exercise of due care by the employee should be proved. Where there is no evidence that decedent was free from negligence a verdict for defendant is proper. (39 N. E. Rep., 188.)

This chapter is not a bar to an action at common law in cases included within its terms, but in which an employee might have maintained an action before the law was passed. (150 Mass., 190.)

An employer is not liable to a contractor's employee. (41 N. E. Rep., 678.)

This chapter does not render cities liable for injuries to its employees. (161 Mass., 368.)

An employee injured through the negligence of a fellow-servant in handling or using a machine, tool, or appliance which is itself in a proper condition has no right of action against his employer under this section. (147 Mass., 753.)

An employee injured in work outside the line of his duty can not recover under this section, even though he was exercising due care. (150 Mass., 362.)

It may not be necessary that works or ways belong to an employer to make him liable for defects therein, but it must at least appear that he has control of them and that their use in his business is by his authority, express or implied. (156 Mass., 298.)

A track owned and maintained on his premises by an individual is no part of a railroad company's ways so as to render it liable for the death of an employee occasioned by a defect therein. (160 Mass., 260.)

Subsection 3 does not cover the negligence of an engineer blowing off steam in a roundhouse and injuring a machinist. (41 N. E. Rep., 289.)

Nor does an electric motor on a street railway come within its provisions. (50 N. E. Rep., 536.)

If an action is based on the negligence of a superintendent, it must be shown that such negligence occurred not only during the superintendence but substantially in the exercise of it. (156 Mass., 293.)

The employer is not answerable for the negligence of a person who, though intrusted with superintendence, is at the time and in the doing of the act complained of engaged in the duties of a common workman and not exercising superintendence. (156 Mass., 342.)

A workman usually on the same level with fellow-workmen, but occasionally put in charge of a gang in the absence of the usual foreman, is not solely or principally a superintendent within the meaning of clause two. (38 N. E. Rep., 440.)

A foreman detailed a workman for duty for which he was obviously incompetent. *Held*, that the employer was liable for personal injuries resulting to a fellow-workman. (39 N. E. Rep., 1007.)

Loaded freight cars received by a railroad company from and belonging to other roads to be hauled by such company over part of its road in due course of business are a part of the works and machinery of such company. (38 N. E. Rep., 508.)

A brakeman was injured by a defective brake wheel on an empty freight car, the property of another company, which was being hauled in transfer. *Held*, that such car was not a part of the ways, works, or machinery connected with or used in the business of the employer, so as to make the company liable under this section. (155 Mass., 21.)

Brakemen on detached cars running by the impetus given by a locomotive are not in such charge or control as to entitle employees injured by their negligence to recover under this section. Nor is the foreman of a switching gang who merely points out to the conductor of a switching train where he wishes the cars placed, in charge of the train within the meaning of this chapter. (42 N. E. Rep., 112.)

Action for injury and death.

SEC. 72 (as amended by chapter 370, Acts of 1906). If the injury described in the preceding section results in the death of the employee, and such death is not instantane-

ous or is preceded by conscious suffering, and if there is any person who would have been entitled to bring an action under the provisions of the following section, the legal representatives of said employee may, in the action brought under the provisions of the preceding section, recover damages for the death in addition to those for the injury; and in the same action under a separate count at common law, may recover damages for conscious suffering resulting from the same injury.

This statute does not give an administrator a right of action against his intestate's employer for causing the employee's death in addition to the right to sue for damages accruing before the death of the injured employee. (151 Mass., 245.)

Action for death.

SEC. 73. If, as the result of negligence of an employer himself, or of a person for whose negligence an employer is liable under the provisions of section seventy-one, an employee is instantly killed, or dies without conscious suffering, his widow or, if he leaves no widow, his next of kin, who, at the time of his death, were dependent upon his wages for support, shall have a right of action for damages against the employer.

Leaving to conjecture whether an employee who was injured regained consciousness before his death the same day does not fix the case within the provisions of this section. (156 Mass., 86.)

The "next of kin," in order to establish dependency, need not come within the class of persons whom the deceased was bound, if able, to support. The fact of actual dependence is sufficient. (155 Mass., 1.)

Degree of negligence considered.

SEC. 74. If, under the provisions of either of the two preceding sections, damages are awarded for the death, they shall be assessed with reference to the degree of culpability of the employer or of the person for whose negligence the employer is liable.

Limit of damages.

The amount of damages which may be awarded in an action under the provisions of section seventy-one for a personal injury to an employee, in which no damages for his death are awarded under the provisions of section seventy-two, shall not exceed four thousand dollars.

The amount of damages which may be awarded in such action, if damages for his death are awarded under the provisions of section seventy-two, shall not exceed five thousand dollars for both the injury and the death, and shall be apportioned by the jury between the legal representatives of the employee and the persons who would have been entitled, under the provisions of section seventy-three, to bring an action for his death if it had been instantaneous or without conscious suffering.

The amount of damages which may be awarded in an action brought under the provisions of section seventy-three shall not be less than five hundred nor more than five thousand dollars.

Notice.

SEC. 75. No action for the recovery of damages for injury or death under the provisions of sections seventy-one to seventy-four, inclusive, shall be maintained unless

Limitation.

notice of the time, place, and cause of the injury is given to the employer within sixty days, and the action is commenced within one year after the accident which caused the injury or death. Such notice shall be in writing, signed by the person injured or by a person in his behalf; but if from physical or mental incapacity it is impossible for the person injured to give the notice within the time provided in this section, he may give it within ten days after such incapacity has been removed, and if he dies without having given the notice and without having been for ten days at any time after his injury of sufficient capacity to give it, his executor or administrator may give such notice within sixty days after his appointment. A notice given under the provisions of this section shall not be held invalid or insufficient solely by reason of an inaccuracy in stating the time, place, or cause of the injury, if it is shown that there was no intention to mislead, and that the employer was not in fact misled thereby. The provisions of section twenty-two of chapter fifty-one shall apply to notices under the provisions of this section.

The notice required by this section applies only to cases, if any, within the provisions of this act in which there is no common-law right of action, unless a plaintiff should insist upon relying on the statute alone. (150 Mass., 190.)

Under this statute notice must be served before the action is commenced; the requirement of notice makes it a condition precedent to the right to bring an action. (160 Mass., 143.)

Employees of contractors and subcontractors.

SEC. 76. If an employer enters into a contract, written or verbal, with an independent contractor to do part of such employer's work, or if such contractor enters into a contract with a subcontractor to do all or any part of the work comprised in such contractor's contract with the employer, such contract or subcontract shall not bar the liability of the employer for injuries to the employees of such contractor or subcontractor, caused by any defect in the condition of the ways, works, machinery, or plant, if they are the property of the employer or are furnished by him and if such defect arose, or had not been discovered or remedied, through the negligence of the employer or of some person entrusted by him with the duty of seeing that they were in proper condition.

The inference from this section plainly is that the employer shall be liable when a contractor's employee is injured by reason of a defect in the condition of the ways, works, machinery, or plant furnished by the employer to the contractor which continues through the negligence of the employer or of his agent. (158 Mass., 232.)

Employee can not recover when.

SEC. 77. An employee or his legal representatives shall not be entitled under the provisions of sections seventy-one to seventy-four, inclusive, to any right of action for damages against his employer if such employee knew of the defect or negligence which caused the injury, and failed within a reasonable time to give, or cause to be given, information thereof to the employer, or to some

person superior to himself in the service of the employer who was entrusted with general superintendence.

The employee is not required to prove his ignorance of any danger or of the giving of information before he can recover, but the burden of such matters is upon the defendant. (156 Mass., 368.)

The ruling as to assumption of risk by an employee is the same whether the action is brought at common law or under the statute. (41 N. E. Rep., 129.)

Employer contributing to insurance fund.

SEC. 78. An employer who shall have contributed to an insurance fund created and maintained for the mutual purpose of indemnifying an employee for personal injuries for which compensation may be recovered under the provisions of sections seventy-one to seventy-four, inclusive, or to any relief society formed under the provisions of sections seventeen, eighteen, and nineteen of chapter one hundred and twenty-five, may prove in mitigation of the damages recoverable by an employee under the provisions of said sections, such proportion of the pecuniary benefit which has been received by such employee from any such fund or society on account of such contribution of said employer, as the contribution of such employer to such fund or society bears to the whole contribution thereto.

Exemptions.

SEC. 79. The provisions of the eight preceding sections shall not apply to injuries caused to domestic servants or farm laborers by fellow employees.

The law regulating the construction of buildings to be used as factories, etc., and their equipment with fire escapes and fire extinguishers, makes negligent owners, lessees, or occupants liable to any person injured for all damages caused by a violation of its provisions. (Chap. 104, sec. 50.)

The act directing the installation and use of safety appliances on railroads takes away from the negligent company the defense of assumed risks in cases of injury resulting from violations of the act, even though the injured employee knew of the violation. (Chap. 111, sec. 209.)

MINNESOTA.

REVISED LAWS, 1905.

Liability of railroad companies for injuries to employees.

Acts of fellow-servants.

SEC. 2042. Every company owning or operating, as a common carrier or otherwise, a railroad, shall be liable for all damages sustained within this State by any agent or servant thereof, without contributory negligence on his part, by reason of the negligence of any other servant thereof, and no contract, nor any rule or regulation of such company, shall impair or limit such liability. But this section shall not be so construed as to render any railroad company liable for damages sustained by any such agent or servant while engaged in the construction of a new road, or any part thereof, not open to public travel or use.

MISSISSIPPI.

CONSTITUTION.

ARTICLE 7.—*Liability of railroad companies for injuries to employees.*

Negligence of superiors.

SEC. 193. Every employee of any railroad corporation shall have the same right and remedies for any injuries suffered by him from the act or omission of said corporation or its employees, as are allowed by law to other persons not employees, where the injury results from the negligence of a superior agent or officer, or of a person having the right to control or direct the services of the party injured, and also when the injury results from the negligence of a fellow-servant engaged in another department of labor from that of the party injured, or of a fellow-servant on another train of cars, or one engaged about a different piece of work. Knowledge by any employee injured, of the defective or unsafe character or condition of any machinery, ways, or appliances, shall be no defense to an action for injury caused thereby, except as to conductors or engineers in charge of dangerous or unsafe cars, or engines voluntarily operated by them. Where death ensues from any injury to employees, the legal or personal representatives of the person injured shall have the same right and remedies as are allowed by law to such representatives of other persons. Any contract or agreement, express or implied, made by any employee to waive the benefit of this section shall be null and void; and this section shall not be construed to deprive any employee of a corporation or his legal or personal representative, of any right or remedy that he now has by the law of the land. The legislature may extend the remedies herein provided for to any other class of employees.

Of fellow-servants.

Death.

Contracts waiving benefit.

A railroad company is liable for the death of a locomotive fireman occasioned by the negligence of a telegraph operator. Action for injuries resulting in death must be brought by the executor or administrator of the decedent. (70 Miss., 471.)

A brakeman on a train acting on the signal of the engineer to apply brakes, and injured by the engineer's negligence can not hold the company liable. While thus engaged in routine duties the engineer is not the superior of the brakeman within the meaning of this section. (70 Miss., 527.)

A brakeman hurt while uncoupling a car without the use of a stick, in violation of a rule of the company, though acting in obedience to the order of his superior, the conductor, can not maintain an action under this section. (15 So. Rep., 133.)

This section abolishes the defense of contributory negligence unless it be willful or reckless. (70 Miss., 20.)

The provision that knowledge of defects shall not be a defense does not preclude such knowledge as a fact controlling the degree of care to be exercised by the employee under the circumstances from being admissible to show contributory negligence. (18 So. Rep., 449.)

This section is self-executing. Rights accruing thereunder are enforceable outside the State. (75 Fed. Rep., 873.)

CODE OF 1906.

Liability of railroad companies for injuries to employees.

Evidence.

SECTION 1985. In all actions against railroad companies for damages done to persons or property, proof of injury inflicted by the running of the locomotives or cars of such company shall be prima facie evidence of the want of reasonable skill and care on the part of the servants of the company in reference to such injury. This section shall also apply to passengers and employees of railroad companies.

Acts of fellow-servants.

SEC. 4056. Every employee of a railroad corporation shall have the same rights and remedies for an injury suffered by him from the act or omission of the corporation or its employees as are allowed by law to other persons not employees, where the injury results from the negligence of a superior agent or officer, or of a person having the right to control or direct the services of the party injured, and also when the injury results from the negligence of a fellow-servant engaged in another department of labor from that of the party injured, or of a fellow-servant on another train of cars, or one engaged about a different piece of work. Knowledge by an employee injured of the defective or unsafe character or condition of any machinery, ways, or appliances, or of the improper loading of cars, shall not be a defense to an action for injury caused thereby, except as to conductors or engineers in charge of dangerous or unsafe cars or engines voluntarily operated by them. When death ensues from an injury to an employee an action may be brought in the name of the widow of such employee for the death of the husband, or by the husband for the death of his wife, or by (for) the death of a child, or in the name of the child for the death of an only parent, for such damages as may be suffered by them respectively by reason of such death, the damages to be for the use of such widow, husband, or child, except that in case the widow should have children, the damages shall be distributed as personal property of the husband. The legal or personal representative of the person injured shall have the same rights and remedies as are allowed by law to such representatives of other persons. In every such action the jury may give such damages as shall be fair and just, with reference to the injury resulting from such death to the person suing. Any contract or agreement, expressed or implied, made by an employee to waive the benefit of this section shall be null and void; and this section shall not deprive an employee of a person, natural or artificial, or the legal or personal representatives of such person, of any right or remedy they now have by law.

Death.

Waiver.

A statute that requires tell-tales or warning strings to be placed over railroad tracks at approaches to overhead bridges or other overhanging objects makes negligent companies liable for the injury or death of a person caused by striking such bridge, etc., even though the person so killed or injured was guilty of contributory negligence. (Sec. 4051.)

MISSOURI.

REVISED STATUTES OF 1899.

Employers' liability—Injuries causing death.

SEC. 2864 (as amended by act, page 135, Acts of 1905). Whenever any person, including an employee of the corporation, individual, or individuals hereinafter referred to whose death is caused by the negligence of a co-employee thereof, shall die from any injury resulting or occasioned by the negligence, unskillfulness, or criminal intent of any officer, agent, servant, or employee, whilst running, conducting, or managing any locomotive, car, or train of cars, or any street, electric, or terminal train of cars, or of any master, pilot, engineer, agent, or employee whilst running, conducting, or managing any steamboat, or any of the machinery thereof, or of any driver of any stage coach, automobile, motor car, or other public conveyance whilst in charge of the same as a driver; and when any passenger shall die from any injury resulting from or occasioned by any defect or insufficiency in any railroad, whether the same be a steam, street, electric, or terminal railroad, or any part thereof, or in any locomotive, car, street car, electric car, or terminal car, or in any steamboat, or the machinery thereof, or in any stage coach, automobile, motor car, or other public conveyance, the corporation, individual, or individuals in whose employ any such officer, agent, servant, employee, master, pilot, engineer, or driver shall be at the time such injury is committed, or who owns, operates, or conducts any such railroad, locomotive, car, street car, electric car, terminal car, automobile, motor car, stage coach, or other public convyance at the time any injury is received resulting from or occasioned by any defect or insufficiency, unskillfulness, negligence, or criminal intent above declared, shall forfeit and pay as a penalty, for every such person, employee, or passenger so dying the sum of not less than two thousand dollars and not exceeding ten thousand dollars, in the discretion of the jury, which may be sued for and recovered: First, by the husband or wife of the deceased; or, second, if there be no husband or wife, or he or she fails to sue within six months after such death, then by the minor child or children of the deceased, whether such minor child or children of the deceased be the natural born or adopted child or children of the deceased: *Provided*, That if adopted, such minor child or children shall have been duly adopted according to the laws of adoption of the State where the person executing the deed of adoption resided at the time of such adoption; or, third, if such deceased be a minor and unmarried, whether such deceased unmarried minor be a natural born or adopted child, if such deceased unmarried minor shall have been duly adopted according to the laws of adoption of the State where the person executing

Acts of fellow-servants, etc.

Damages.

the deed of adoption resided at the time of such adoption, then by the father and mother, who may join in the suit, and each shall have an equal interest in the judgment; or of either of them be dead, then by the survivor; or, fourth, if there be no husband, wife, minor child, or minor children, natural born or adopted, as hereinbefore indicated, or if the deceased be an unmarried minor and there be no father or mother, then in such case suit may be instituted and recovery had by the administrator or executor of the deceased and the amount recovered shall be distributed according to the laws of descent and such corporation, individual, or individuals may show as a defense that such death was caused by the negligence of the deceased. In suits instituted under this section, it shall be competent for the defendant, for his defense, to show that the defect or insufficiency named in this section was not of a negligent defect or insufficiency, and that the injury received was not the result of unskillfulness, negligence, or criminal intent.

CHAPTER 17.—*Liability of railroad companies for injuries to employees.*

Negligence of fellow-servants.

SEC. 2873. Every railroad corporation owning or operating a railroad in this State shall be liable for all damages sustained by any agent or servant thereof while engaged in the work of operating such railroad by reason of the negligence of any other agent or servant thereof: *Provided,* That it may be shown in defense that the person injured was guilty of negligence contributing as a proximate cause to produce the injury.

Vice principals defined.

SEC. 2874. All persons engaged in the service of any such railroad corporation doing business in this State, who are intrusted by such corporation with the authority of superintendence, control, or command of other persons in the employ or service of such corporation, or with the authority to direct any other servant in the performance of any duty of such servant, or with the duty of inspection or other duty owing by the master to the servant, are vice principals of such corporation, and are not fellow-servants with such employees.

Fellow-servants defined.

SEC. 2875. All persons who are engaged in the common service of such railroad corporation, and who while so engaged, are working together at the same time and place, to a common purpose of same grade, neither of such persons being intrusted by such corporation with any superintendence or control over their fellow employees, are fellow-servants with each other: *Provided,* That nothing herein contained shall be so construed as to make any agent or servant of such corporation in the service of such corporation a fellow-servant with any other agent or servant of such corporation engaged in any other department or service of such corporation.

SEC. 2876. No contract made between any railroad corporation and any of its agents or servants, based upon the contingency of the injury or death of any agent or servant, limiting the liability of such railroad corporation for any damages under the provisions of this act, shall be valid or binding, but all such contracts or agreements shall be null and void. Contracts limiting liability.

This act is constitutional. It applies to receivers in charge of roads as well as to companies. (63 S. W. Rep., 485.)

Section hands engaged in the repair, etc., of tracks, are engaged in the work of operating a railroad within the meaning of this statute. (71 S. W. Rep., 208.)

The provisions of this act include street railways. (71 S. W. Rep., 730.)

Street railways are not included in its provisions. (73 S. W. Rep., 686.)

SEC. 2876a (added by act, page 138, Acts of 1905). Whenever the words "railroad companies" or "railroad corporations" shall be found in any section of this chapter it shall be taken and construed to include all companies, corporations, person or persons operating any railroad in this State, and wherever the word "railroad" occurs in any section of this chapter it shall be taken and construed to include all railroads operated in this State by whatever motive or power propelled, and shall include all railroads or railways commonly known as street railways, and all railroads operated by terminal companies or associations known as "terminal railroads" or "railways" as well as all railways or railroads operated anywhere in the State commonly known as electric railroads, whether they be wholly or in part in the city or country districts. Also all railroads within the country or city operated by what is commonly known as cable or motor power, or by horsepower. Definitions.

The law regulating the working of mines provides that a right of action shall accrue to persons injured or to the heirs or dependents of persons killed because of a failure of the owner or operator to comply with its provisions. (Sec. 8820.)

ACTS OF 1907.

Liability of mine operators for injury to employees.

(Page 251.)

SEC. 1. Every person, company, or corporation operating a mine or mines in this State, producing lead, zinc, coal or other valuable minerals, shall be liable for all damages sustained by any agent or servant thereof while engaged in operating such mine or mines, by reason of the negligence of any other agent or servant thereof: *Provided,* That it may be shown in defense that the person injured was guilty of negligence contributing as a proximate cause to produce the injury. Acts of fellow-servants.

SEC. 2. All persons engaged in the service of any such person, company or corporation doing business in this Vice-principals.

State, who are entrusted by such person, company or corporation with the authority of superintendence, control or command of other persons in the employ or service of such person, company or corporation, or with authority to direct any other servant in the performance of any duty of such servant, or with the duty of inspection or other duty owing by the master to the servant, are vice-principals of such person, company or corporation, and are not fellow-servants with such employees.

Fellow-servants.

SEC. 3. All persons who are engaged in the common service of such person, company or corporation operating a mine or mines, and while so engaged are working together at the same time and place to a common purpose of the same grade, neither of such persons being entrusted by such person, company or corporation with any superintendence or control over their fellow-employees, are fellow-servants with each other.

Contracts limiting liability.

SEC. 4. No contracts made between any person, company or corporation so operating such mine or mines and their agents or servants, based upon the contingency of the injury or death to any such agent or servant, limiting the liability of the employer for any damages under the provisions of this act, shall be valid or binding, but all such contracts or agreements shall be null and void.

Application of law.

SEC. 4a. Nothing in this act shall be so construed as applying to or including the operation, construction or repairing of concentrating mills, flumes or tramways wholly above ground.

MONTANA.

CONSTITUTION.

ARTICLE 15.—*Contracts of employees waiving right to damages.*

Contracts limiting liability.

SEC. 16. It shall be unlawful for any person, company or corporation to require of its servants or employees, as a condition of their employment or otherwise, any contract or agreement, whereby such persons, company or corporation, shall be released or discharged from liability or responsibility on account of personal injuries received by such servants or employees while in the service of such person, company or corporation, by reason of the negligence of such person, company or corporation, or the agents or employees thereof; and such contracts shall be absolutely null and void.

CODES AND STATUTES, 1895.

Liability of railroad companies for injuries to employees.

Negligence, etc., of superiors.

SEC. 905. In every case the liability of a corporation to a servant or employee acting under the orders of his superior, shall be the same in cases of injury sustained

by default or wrongful act of his superior, or to an employee not appointed or controlled by him, as if such servant or employee were a passenger.

A locomotive fireman injured by the negligence of the conductor on another train has a right of action under this statute, such conductor being his superior and the company's representative. Nor is the engineer in charge of the locomotive on which the fireman was at the time of his injury the fellow-servant of such fireman. (42 Fed. Rep., 383.)

Both the conductor and engineer of a railroad train are the superiors of a brakeman on the same train, so that the company is liable under this section for injuries to the brakeman caused by their negligence. (42 Pac. Rep., 767.)

Contracts of employees waiving right to damages.

Contracts invalid.

SEC. 2242. Any contract or agreement entered into by any person, company or corporation, with its servants or employees, whereby such person, company or corporation shall be released or discharged from liability or responsibility on account of personal injuries received by such servants or employees while in the service of such person, company or corporation, by reason of the negligence of such person, company or corporation, or the agents or employees thereof, shall be absolutely null and void.

Liability of employers for injuries to employees.

Employees to be indemnified, when.

SEC. 2660. An employer must indemnify his employee, except as prescribed in the next section, for all that he necessarily expends or loses in direct consequence of the discharge of his duties as such, or of his obedience to the directions of the employer, even though unlawful, unless the employee, at the time of obeying such directions, believed them to be unlawful.

Ordinary risks.

SEC. 2661. An employer is not bound to indemnify his employee for losses suffered by the latter in consequence of the ordinary risks of the business in which he is employed.

Want of care.

SEC. 2662. An employer must in all cases indemnify his employee for losses caused by the former's want of ordinary care.

ACTS OF 1905.

CHAPTER 1.—*Liability of railroad companies for injuries to employees.*

Acts of fellow-servants.

SEC. 1. Every person or corporation operating a railway or railroad in this State shall be liable for all damages sustained by any employee of such person or corporation in consequence of the neglect of any other employee or employees thereof, or by the mismanagement of any other employee or employees thereof, and in consequence of the willful wrongs, whether of commission or omission, of any other employee or employees thereof, when such neglect, mismanagement or wrongs, are in any

manner connected with the use and operation of any railway or railroad on or about which they shall be employed, and no contract which restricts such liability shall be legal or binding.

Death.

SEC. 2. In case of the death of any such employee in consequence of any injury or damage so sustained, the right of action shall survive and may be prosecuted and maintained by his heirs or personal representatives.

CHAPTER 23.—*Liability of employers for injuries to employees.*

Acts of superintendents, etc.

SEC. 1. Every company, corporation, or individual operating any mine, smelter, or mill for the refining of ores shall be liable for any damages sustained by any employees thereof within this State, without contributing negligence on his part, when such damage is caused by the negligence of any superintendent, foreman, shift boss, hoisting, or other engineer, or crane men.

Contracts not a bar.

SEC. 2. No contract of insurance, relief, benefit, or indemnity in case of injury or death, nor any other contract entered into before the injury, between the person injured and any of the employers named in this act shall constitute any bar or defense to any cause of action brought under the provision of this act.

Death.

SEC. 3. In case of the death of any such employees in consequence of any injury or damages so sustained, the right of action shall survive and may be prosecuted and maintained by its heirs or personal representatives.

NEBRASKA.

ACTS OF 1907.

CHAPTER 48.—*Liability of railroad companies for injuries to employees.*

Acts of employees.

SEC. 1. Every railway company operating a railway engine, car, or train in the State of Nebraska shall be liable to any of its employees who at the time of injury are engaged in construction or repair work or in the use and operation of any engine, car, or train for said company, or in the case of his death to his personal representative for the benefit of his widow and children, if any; if none, then to his parents; if none, then to his next of kin dependent upon him, for all damages which may result from negligence of any of its officers, agents, or employees, or by reason of any defects or insufficiency due to its negligence in its cars, engines, appliances, machinery, track, roadbed, ways or works.

Defects.

Comparative negligence.

SEC. 2. In all actions hereafter brought against any railway company to recover damages for personal injuries to an employee, or when such injuries have resulted in his death, the fact that the employee may have been guilty

of contributory negligence shall not bar a recovery when his contributory negligence was slight and that of the employer was gross in comparison, but damages shall be diminished by the jury in proportion to the amount of negligence attributable to such employee. All questions of negligence and contributory negligence shall be for the jury.

Contracts not a bar.

SEC. 3. No contract of employment, insurance, relief benefit, or indemnity for injury or death hereafter entered into by or on behalf of any employee nor the acceptance of any such insurance, relief benefit, or indemnity by the person entitled thereto, shall constitute any bar or defence to any action brought to recover damages for personal injuries to or death of such employees: *Provided, however,* That upon the trial of such action against any railway company the defendant may set off any sum it has contributed toward any such insurance, relief benefit, or indemnity that may have been paid to the injured employee or, in case of his death, to his personal representative.

The statute directing the use of automatic couplers and power brakes on railroad trains provides that employees injured because of violation of the law shall not be considered as waiving rights to recover damages by continuing in the service of the negligent company. (Compiled Stats. of 1881, 10th ed., Sec. 1799.)

NEVADA.

ACTS OF 1905.

CHAPTER 142.—*Right of action for personal injuries.*

SEC. 1. Whenever any person shall suffer personal injury by wrongful act, neglect or default of another, the person causing the injury shall be liable to the person injured for damages; and where the person causing such injury is employed by another person or corporation responsible for his conduct, such person or corporation so responsible shall be liable to the person injured for damages.

SEC. 2. Such liability, however, where not discharged by agreement and settlement shall exist only in so far as the same shall be ascertained and adjudged by a State or Federal court of competent jurisdiction in this State in an action brought for that purpose by the person injured.

Approved, March 23, 1905

ACTS OF 1907.

CHAPTER 214.—*Liability of employers for injuries to employees.*

Acts of employees.

SEC. 1. Every common carrier engaged in trade or commerce in the State of Nevada, and every mine and mill owner and operator actually engaged in mining, or in milling, or in reduction of ores, in the State of Nevada, shall be

liable to any of its employees, or, in case of the death of such employee, to his personal representative for the benefit of his widow and children, if any, and if none, then for his next of kin, for all damages which may result from the negligence of the officers, agents, or employees of said common carrier or mine or mill operator, or by reason of any defect or insufficiency due to their negligence in its cars, engines, appliances, machinery, track, roadbed, ways or works, or to their negligent handling or storing of explosives.

Defects.

Comparative negligence.

SEC. 2. In all actions hereinafter brought against any common carrier or mine or mill owner and operator to recover damages for personal injuries to or death of an employee, the fact that the employee may have been guilty of contributory negligence shall not bar a recovery where his contributory negligence was slight and the negligence of the employer, or its officers, agents, or employees was gross in comparison. All questions of negligence and contributory negligence shall be for the jury.

Contracts not a bar.

SEC. 3. No contract of employment, insurance, relief benefit, or indemnity for injury or death, entered into by or on behalf of any employee, nor the acceptance of any insurance, relief benefit or indemnity by the person entitled thereto, shall constitute any bar or defense to any action brought to recover damages for personal injuries to, or death of such employee: *Provided, however,* That upon the trial of such action the defendant may set off therein any sum it has contributed toward any such insurance, relief benefit, or indemnity that may have been paid to the person entitled thereto.

NEW MEXICO.

COMPILED LAWS OF 1897.

Liability of railroad companies for injuries to employees.

Lack of care in selecting employees.

SEC. 3216. Every corporation operating a railway in this Territory shall be liable in a sum sufficient to compensate such employee for all damages sustained by any employee of such corporation, the person injured or damaged being without fault on his or her part, occurring or sustained in consequence of any mismanagement, carelessness, neglect, default or wrongful act of any agent or employee of such corporation while in the exercise of their several duties, when such mismanagement, carelessness, neglect, default, or wrongful act of such employee or agent could have been avoided by such corporation through the exercise of reasonable care or diligence in the selection of competent employees or agents, or by not overworking said employees or requiring or allowing them to work an unusual or unreasonable number of hours; and any contract restricting such liability shall be deemed to be contrary to the public policy of this Territory and therefore void.

Overworking employees.

SEC. 3217. It shall be unlawful for any such corporation knowingly and willfully to use or operate any car or locomotive that is defective, or any car or locomotive upon which the machinery or attachments thereto belonging are in any manner defective, or shops or machinery and attachments thereof which are in any manner defective, which defects might have been previously ascertained by ordinary care and diligence by said corporation. Use of defective cars, etc.

If the employee of any such corporation shall receive any injury by reason of such defect in any car or locomotive or machinery or attachments thereto belonging, or shops or machinery and attachments thereof, owned and operated, or being run and operated by such corporation, through no fault of his own, such corporation shall be liable for such injury, and upon proof of the same in an action brought by such employee or his legal representatives, in any court of proper jurisdiction, against such railroad corporation for damages on account of such injury so received, shall be entitled to recover against such corporation any sum commensurate with the injuries sustained: *Provided*, That it shall be the duty of all the employees of railroad corporations to promptly report all defects coming to their knowledge in any such car or locomotive or shops or machinery and attachments thereof to the proper officer or agent of such corporation and after such report the doctrine of contributory negligence shall not apply to such employee. Damages. Proviso

SEC. 3218. Whenever the death of an employee shall be caused under circumstances from which a cause of action would have accrued under the provisions of the two preceding sections, if death had not ensued, an action therefor shall be brought in the manner provided by section three thousand two hundred and fifteen, and any sum recovered therein shall be subject to all of the provisions of said section three thousand two hundred and fifteen. Death.

NEW YORK.

ACTS OF 1902.

CHAPTER 600.—*Liability of employers for injuries to employees.*

SEC. 1. Where, after this act takes effect, personal injury is caused to an employee who is himself in the exercise of due care and diligence at the time: Injuries caused by defective machinery.

1. By reason of any defect in the condition of the ways, works, or machinery connected with or used in the business of the employer which arose from or had not been discovered or remedied owing to the negligence of the employer or of any person in the service of the employer and entrusted by him with the duty of seeing that the ways, works, or machinery were in proper condition;

Negligence of superintendent.

2. By reason of the negligence of any person in the service of the employer entrusted with and exercising superintendence whose sole or prnicipal duty is that of superintendence, or in the absence of such superintendent, of any person acting as superintendent with the authority or consent of such employer; the employee, or in case the injury results in death, the executor or administrator of a deceased employee who has left him surviving a husband, wife, or next of kin, shall have the same right of compensation and remedies against the employer as if the employee has not been an employee of nor in the service of the employer nor engaged in his work. The provisions of law relating to actions for causing death by negligence, so far as the same are consistent with this act, shall apply to an action brought by an executor or administrator of a deceased employee suing under the provisions of this act.

Right of action.

Limitation.

SEC. 2. No action for recovery of compensation for injury or death under this act shall be maintained unless notice of the time, place, and cause of the injury is given to the employer within one hundred and twenty days and the action is commenced within one year after the occurrence of the accident causing the injury or death.

Notice.

The notice required by this section shall be in writing and signed by the person injured or by some one in his behalf, but if from physical or mental incapacity it is impossible for the person injured to give notice within the time provided in said section, he may give the same within ten days after such incapacity is removed. In case of his death without having given such notice, his executor or administrator may give such notice within sixty days after his appointment, but no notice under the provisions of this section shall be deemed to be invalid or insufficient solely by reason of any inaccuracy in stating the time, place, or cause of the injury if it be shown that there was no intention to mislead and that the party entitled to notice was not in fact misled thereby. The notice required by this section shall be served on the employer, or if there is more than one employer, upon one of such employers, and may be served by delivering the same to or at the residence or place of business of the person on whom it is to be served. The notice may be served by post by letter addressed to the person on whom it is to be served, at his last known place of residence or place of business, and if served by post shall be deemed to have been served at the time when the letter containing the same would be delivered in the ordinary course of the post. When the employer is a corporation, notice shall be served by delivering the same or by sending it by post addressed to the office or principal place of business of such corporation.

The requirement as to notice contained in this section does not apply to an action under the common law. (70 N. E. Rep., 411.)

SEC. 3. An employee by entering upon or continuing in the service of the employer shall be presumed to have assented to the necessary risks of the occupation or employment and no others. The necessary risks of the occupation or employment shall, in all cases arising after this act takes effect, be considered as including those risks, and those only, inherent in the nature of the business which remain after the employer has exercised due care in providing for the safety of his employees, and has complied with the laws affecting or regulating such business or occupation for the greater safety of such employees. In an action maintained for the recovery of damages for personal injuries to an employee received after this act takes effect, owing to any cause for which the employer would otherwise be liable, the fact that the employee continued in the service of the employer in the same place and course of employment after the discovery by such employee, or after he had been informed of the danger of personal injury therefrom, shall not, as a matter of law, be considered as an assent by such employee to the existence or continuance of such risks of personal injury therefrom, or as negligence contributing to such injury. The question whether the employee understood and assumed the risk of such injury, or was guilty of contributory negligence, by his continuance in the same place and course of employment with knowledge of the risk of injury shall be one of fact, subject to the usual powers of the court in a proper case to set aside a verdict rendered contrary to the evidence. An employee, or his legal representative, shall not be entitled under this act to any right of compensation or remedy against the employer in any case where such employee knew of the defect or negligence which caused the injury and failed, within a reasonable time, to give, or cause to be given, information thereof to the employer, or to some person superior to himself in the service of the employer who had intrusted to him some general superintendence, unless it shall appear on the trial that such defect or negligence was known to such employer, or superior person, prior to such injuries to the employee.

Assumed risks.

Knowledge of defect.

Failure to report.

SEC. 4. An employer who shall have contributed to an insurance fund created and maintained for the mutual purpose of indemnifying an employee for personal injuries, for which compensation may be recovered under this act, or to any relief society or benefit fund created under the laws of this State, may prove in mitigation of damages recoverable by an employee under this act such proportion of the pecuniary benefit which has been received by such employee from such fund or society on account of such contribution of employer, as the contribution of such employer to such fund or society bears to the whole contribution thereto.

Contribution through insurance fund.

Act construed.

SEC. 5. Every existing right of action for negligence or to recover damages for injuries resulting in death is continued and nothing in this act contained shall be construed as limiting any such right of action, nor shall the failure to give the notice provided for in section two of this act be a bar to the maintenance of a suit upon any such existing right of action.

ACTS OF 1906.

CHAPTER 657.—*Liability of railroad companies for injuries to employees.*

SEC. 1. Chapter five hundred and sixty-five of the laws of eighteen hundred and ninety, * * * [relating to the organization, etc., of railroads] is hereby amended by adding thereto a new section, to be known as section forty-two-a, as follows:

Liability continued.

SEC. 42a. In all actions against a railroad corporation, foreign or domestic, doing business in this State, or against a receiver thereof, for personal injury to, or death resulting from personal injury of any person, while in the employment of such corporation or receiver, arising from the negligence of such corporation or receiver or of any of its or his officers or employees, every employee, or his legal representatives, shall have the same rights and remedies for an injury, or for death, suffered by him from the act or omission of such corporation or receiver or of its or his officers or employees, as are now allowed by law, and, in addition to the liability now existing by law, it shall be held in such actions that persons engaged in the service of any railroad corporation, foreign or domestic, doing business in this State, or in the service of a receiver thereof, who are intrusted by such corporation or receiver, with the authority of superintendence, control or command of other persons in the employment of such corporation or receiver, or with the authority to direct or control any other employee in the performance of the duty of such employee, or who have, as a part of their duty, for the time being, physical control or direction of the movement of a signal, switch, locomotive engine, car, train or telegraph office, are vice-principals of such corporation or receiver, and are not fellow-servants of such injured or deceased employee. If an employee, engaged in the service of any such railroad corporation, or of a receiver thereof, shall receive any injury by reason of any defect in the condition of the ways, works, machinery, plant, tools or implements, or of any car, train, locomotive or attachment thereto belonging, owned or operated, or being run and operated by such corporation or receiver, when such defect could have been discovered by such corporation or receiver, by reasonable and proper care, tests or inspection, such corporation or receiver, shall be deemed

Vice-principals.

Defects.

to have had knowledge of such defect before and at the time such injury is sustained; and when the fact of such defect shall be proved upon the trial of any action in the courts of this State, brought by such employee or his legal representatives, against any such railroad corporation or receiver, on account of such injuries so received, the same shall be prima facie evidence of negligence on the part of such corporation or receiver. This section shall not affect actions or causes of action now existing; and no contract, receipt, rule or regulation, between an employee and a railroad corporation or receiver, shall exempt or limit the liability of such corporation or receiver from the provisions of this section.

NORTH CAROLINA.

REVISAL OF 1905.

Liability of railroad companies for injuries to employees.

Acts of fellow-servants.

SEC. 2646. Any servant or employee of any railroad company operating in this State who shall suffer injury to his person, or the personal representative of any such servant or employee, who shall have suffered death in the course of his services or employment with such company by the negligence, carelessness or incompetence of any other servant, employee, or agent of the company, or by any defect in the machinery, ways, or appliances of the company, shall be entitled to maintain an action against such company. Any contract or agreement, expressed or implied, made by any employee of such company to waive the benefit of this section shall be null and void.

The statute relating to the operation of mines provides that injuries or death resulting from willful violation of the law or failure to comply therewith, gives the injured party, or the personal representatives of deceased persons, a right of action for damages. (Sec. 4942.)

NORTH DAKOTA.

REVISED CODES OF 1905.

Liability of employers for injuries to employees.

Acts of fellow-servants on railroads.

SEC. 4400. Every railroad company organized or doing business in this State shall be liable for all damages done to any employee of such company, in consequence of any negligence of its agents, or by any mismanagement of its engineers or other employees, to any person sustaining such damage; and no contract which restricts such liability shall be legal or binding.

Want of care, etc.

SEC. 5392. Everyone is responsible not only for the result of his willful acts, but also for an injury occasioned to another by his want of ordinary care or skill in the management of his property or person, except so far as the latter has willfully or by want of ordinary care, brought the injury upon himself. * * *

Ordinary risks.

SEC. 5544. An employer is not bound to indemnify his employee for losses suffered by the latter in consequence of the ordinary risks of the business in which he is employed, nor in consequence of the negligence of another person employed by the same employer in the same general business, unless he has neglected to use ordinary care in the selection of the culpable employee.

Indemnity.

SEC. 5545. An employer must in all cases indemnify his employee for losses caused by the former's want of ordinary care.

Damages.

SEC. 6556. Every person who suffers detriment from the unlawful act or omission of another may recover from the person in fault a compensation therefor in money, which is called damages.

ACTS OF 1907.

CHAPTER 203.—*Liability of railroad companies for injuries to employees.*

Acts of employees.

SEC. 1. Every common carrier shall be liable to any of its employees, or in case of the death of an employee, to his personal representative, for the benefit of his widow, children or next of kin, for all damages which may result from the negligence of any of its officers, agents or employees, or by reason of any defect or insufficiency due to its negligence in its cars, engines, appliances, machinery, track, roadbed, ways or works.

Defects.

Comparative negligence.

SEC. 2. In all actions hereinafter brought against any common carrier to recover damages for personal injuries to an employee, or where such injuries have resulted in his death, the fact that the employee may have been guilty of contributory negligence shall not bar a recovery, where his contributory negligence was slight and that of the employer was gross in comparison, but the damages shall be diminished by the jury in proportion to the amount of negligence attributable to such employee. All questions of negligence and contributory negligence shall be for the jury.

Contracts not a bar.

SEC. 3. No contract of employment, insurance, relief benefit or indemnity for injury or death entered into by or on behalf of any employee, not the acceptance of any such insurance, relief benefit or indemnity by the person entitled thereto shall constitute a bar or defense to any action brought to recover damages for personal injuries to or death of such employee: *Provided, however,* That upon the trial of said action against any common carrier, the defendant may set off therein any sum it has contributed toward any such insurance, relief benefit or indemnity that may have been made to the injured employee, or in case of his death, to his personal representative.

Limitation.

SEC. 4. No action shall be maintained under this act unless commenced within one year from the time the cause of action accrued.

OHIO.

BATES' ANNOTATED STATUTES, THIRD SECTION.

Liability of railroad companies for injuries to employees, etc.

Contracts waiving claims for damages.

SEC. 3365–20. It shall be unlawful for any railroad or railway corporation or company owning and operating, or operating, * * * a railroad in whole or in part in this State, to adopt or promulgate any rule or regulation for the government of its servants or employees, or make or enter into any contract or agreement with any person engaged in or about to engage in its service, in which, or by the terms of which, such employee in any manner, directly or indirectly, promises or agrees to hold such corporation or company harmless, on account of any injury he may receive by reason of an accident to, breakage, defect or insufficiency in the cars or machinery and attachments thereto belonging, upon any cars so owned and operated, or being run and operated by such corporation or company, being defective, and any such rule, regulation, contract, or agreement shall be of no effect. It shall be unlawful for any corporation to compel or require directly or indirectly an employee to join any company association whatsoever, or to withhold any part of an employee's wages or his salary for the payment of dues or assessments in any society or organization whatsoever, or demand or require either as a condition precedent to securing employment or being employed, and said railroad or railway company shall not discharge any employee because he refuses or neglects to become a member of any society or organization. And if any employee is discharged he may, at any time within ten days after receiving a notice of his discharge, demand the reason of said discharge, and said railway or railroad company thereupon shall furnish said reason to said discharged employee in writing. And no railroad company, insurance society or association, or other person shall demand, accept, require, or enter into any contract, agreement, stipulation with any person about to enter, or in the employ of any railroad company whereby such person stipulates or agrees to surrender or waive any right to damages against any railroad company, thereafter arising for personal injury or death, or whereby he agrees to surrender or waive in case he asserts the same, any other right whatsoever, and all such stipulations and agreements shall be void, and every corporation, association or person violating or aiding or abetting in the violation of this section shall for each offense forfeit and pay to the person wronged or deprived of his rights hereunder the sum not less than fifty dollars ($50) nor more than five hundred dollars ($500) to be recovered in a civil action.

Compelling to join relief society.

Reason for discharge.

Waiving claims for damages.

An employee's contract to contribute to a relief fund and, in case of accident, to accept relief therefrom, waiving all other claims for damages, is not forbidden by this statute and is valid. (55 O. S. Rep., 497.)

liable to any of its employees, or, in case of the death of such employee, to his personal representative for the benefit of his widow and children, if any, and if none, then for his next of kin, for all damages which may result from the negligence of the officers, agents, or employees of said common carrier or mine or mill operator, or by reason of any defect or insufficiency due to their negligence in its cars, engines, appliances, machinery, track, roadbed, ways or works, or to their negligent handling or storing of explosives.

Defects.

Comparative negligence.

SEC. 2. In all actions hereinafter brought against any common carrier or mine or mill owner and operator to recover damages for personal injuries to or death of an employee, the fact that the employee may have been guilty of contributory negligence shall not bar a recovery where his contributory negligence was slight and the negligence of the employer, or its officers, agents, or employees was gross in comparison. All questions of negligence and contributory negligence shall be for the jury.

Contracts not a bar.

SEC. 3. No contract of employment, insurance, relief benefit, or indemnity for injury or death, entered into by or on behalf of any employee, nor the acceptance of any insurance, relief benefit or indemnity by the person entitled thereto, shall constitute any bar or defense to any action brought to recover damages for personal injuries to, or death of such employee: *Provided, however,* That upon the trial of such action the defendant may set off therein any sum it has contributed toward any such insurance, relief benefit, or indemnity that may have been paid to the person entitled thereto.

NEW MEXICO.

COMPILED LAWS OF 1897.

Liability of railroad companies for injuries to employees.

Lack of care in selecting employees.

SEC. 3216. Every corporation operating a railway in this Territory shall be liable in a sum sufficient to compensate such employee for all damages sustained by any employee of such corporation, the person injured or damaged being without fault on his or her part, occurring or sustained in consequence of any mismanagement, carelessness, neglect, default or wrongful act of any agent or employee of such corporation while in the exercise of their several duties, when such mismanagement, carelessness, neglect, default, or wrongful act of such employee or agent could have been avoided by such corporation through the exercise of reasonable care or diligence in the selection of competent employees or agents, or by not overworking said employees or requiring or allowing them to work an unusual or unreasonable number of hours; and any contract restricting such liability shall be deemed to be contrary to the public policy of this Territory and therefore void.

Overworking employees.

SEC. 3217. It shall be unlawful for any such corporation knowingly and willfully to use or operate any car or locomotive that is defective, or any car or locomotive upon which the machinery or attachments thereto belonging are in any manner defective, or shops or machinery and attachments thereof which are in any manner defective, which defects might have been previously ascertained by ordinary care and diligence by said corporation. Use of defective cars, etc.

If the employee of any such corporation shall receive any injury by reason of such defect in any car or locomotive or machinery or attachments thereto belonging, or shops or machinery and attachments thereof, owned and operated, or being run and operated by such corporation, through no fault of his own, such corporation shall be liable for such injury, and upon proof of the same in an action brought by such employee or his legal representatives, in any court of proper jurisdiction, against such railroad corporation for damages on account of such injury so received, shall be entitled to recover against such corporation any sum commensurate with the injuries sustained: *Provided*, That it shall be the duty of all the employees of railroad corporations to promptly report all defects coming to their knowledge in any such car or locomotive or shops or machinery and attachments thereof to the proper officer or agent of such corporation and after such report the doctrine of contributory negligence shall not apply to such employee. Damages. Proviso

SEC. 3218. Whenever the death of an employee shall be caused under circumstances from which a cause of action would have accrued under the provisions of the two preceding sections, if death had not ensued, an action therefor shall be brought in the manner provided by section three thousand two hundred and fifteen, and any sum recovered therein shall be subject to all of the provisions of said section three thousand two hundred and fifteen. Death.

NEW YORK.

ACTS OF 1902.

CHAPTER 600.—*Liability of employers for injuries to employees.*

SEC. 1. Where, after this act takes effect, personal injury is caused to an employee who is himself in the exercise of due care and diligence at the time: Injuries caused by defective machinery.

1. By reason of any defect in the condition of the ways, works, or machinery connected with or used in the business of the employer which arose from or had not been discovered or remedied owing to the negligence of the employer or of any person in the service of the employer and entrusted by him with the duty of seeing that the ways, works, or machinery were in proper condition;

Failure to furnish an employee with a written statement of the reason of discharge does not make a company liable in a civil action to the penalty provided for in the above section. (7 C. C. Rep., 132.)

Use of defective machinery.

SEC. 3365–21. It shall be unlawful for any such corporation to knowingly or negligently use or operate any car or locomotive that is defective, or any car or locomotive upon which the machinery or attachments thereto belonging are in any manner defective. If the employee of any such corporation shall receive any injury by reason of any defect in any car or locomotive, or the machinery or attachments thereto belonging, owned and operated, or being run and operated by such corporation, such corporation shall be deemed to have had knowledge of such defect before and at the time such injury is so sustained, and when the fact of such defect shall be made to appear in the trial of any action in the courts of this State, brought by such employee, or his legal representatives, against any railroad corporation for damages, on account of such injuries so received, the same shall be prima facie evidence of negligence on the part of such corporation.

Evidence.

ACTS OF 1902.

Liability of employers for injuries to employees.

(Page 114.)

Injuries resulting from defective machinery, etc.

SEC. 1. An employer shall be responsible in damages for personal injury caused to an employee, who is himself in the exercise of due care and diligence at the time, by reason of any defect in the condition of the machinery or appliances connected with or used in the business of the employer, which arose from, or had not been discovered or remedied owing to the negligence of the employer, or of any person in the service of the employer, entrusted by him with the duty of inspection, repair, or of seeing that the machinery or appliances were in proper condition.

ACTS OF 1904.

Employers' liability—Assumption of risk.

(Page 547.)

Failure to provide guards, etc.

SEC. 1. In any action brought by an employee, or his legal representative, against his employer, to recover for personal injuries, when it shall appear that the injury was caused in whole or in part by the negligent omission of such employer to guard or protect his machinery or appliances, or the premises or place where said employee was employed, in the manner required by any penal statute of the State or United States in force at the date of the passage of this act, the fact that such employee continued in said employment with knowledge of such omission, shall not operate as a defense; and in

such action, if the jury find for the plaintiff, it may award such damages not exceeding, for injuries resulting in death, the sum of five thousand dollars, and for injuries not so resulting, the sum of three thousand dollars, as it may find proportioned to the pecuniary damages resulting from said injuries; but nothing herein shall affect the provisions of section 6135 of the Revised Statutes.

Nothing herein contained shall be construed as affecting the defense of contributory negligence, nor the admissibility of evidence competent to support such defense.

The statute regulating the working of mines gives a right of action for injuries or death occasioned by any violation of the act, or any willful failure to comply with its provisions. (Annotated Stats., sec. 301.)

A railroad company whose superintendent or station agent has received notice of a defective coupler or brake is liable for injuries occasioned by such a defect after the expiration of twenty-four hours after the notice has been received. (Annotated Stats., sec. 3365f.)

A statute directing the use of self-cleaning ash dump pans on railroad locomotives denies to companies neglecting to comply with the law the defense of contributory negligence or of assumed risks in actions for personal injury to or death of any engineer or fireman occasioned by such negligence. (Acts of 1906, p. 46.)

A statute directing the installation of power or train brakes and of automatic couplers on railway trains provides that in actions for injuries or death caused by failure to observe the law, the defenses of assumed risks and contributory negligence will not be allowed. (Acts of 1906, p. 75.)

OKLAHOMA.

CONSTITUTION OF 1907.

ARTICLE IX.—*Liability of employers for injuries to employees.*

SEC. 36. The common-law doctrine of the fellow-servant, so far as it affects the liability of the master for injuries to his servant, resulting from the acts or omissions of any other servant of the common master, is abrogated as to every employee of every railroad company and every street railway company or interurban railway company, and of every person, firm, or corporation engaged in mining in this State; and every such employee shall have the same right to recover for every injury suffered by him for the acts or omissions of any other employee or employees of the common master that a servant would have if such acts or omissions were those of the master himself in the performance of a nonassignable duty; and when death, whether instantaneous or not, results to such employee from any injury for which he could have recovered under the above provisions, had not death occurred, then his legal or personal representative, surviving consort or relatives, or any trustee, curator, committee or guardian of such consort or relatives, shall have the same rights and remedies with respect thereto, as if

Fellow-service not a defense.

Death.

death had been caused by the negligence of the master. And every railroad company and every street railway company or interurban railway company, and every person, firm, or corporation engaged in underground mining in this State shall be liable under this section, for the acts of his or its receivers.

Nothing contained in this section shall restrict the power of the legislature to extend to the employees of any person, firm, or corporation, the rights and remedies herein provided for.

OREGON.

ACTS OF 1903.

Liability of employers for injuries to employees—Railroad companies.

(Page 20.)

Company liable, when.

SEC. 1. Every corporation operating a railroad in this State, whether such corporation be created under the laws of this State, or otherwise, shall be liable in damages for any and all injury sustained by any employee of such corporation as follows: When such injury results from the wrongful act, neglect, or default of an agent or officer of such corporation, superior to the employee injured, or of a person employed by such corporation having the right to control or direct the services of such employee injured, or the services of the employee by whom he is injured; and also when such injury results from the wrongful act, neglect, or default of a coemployee engaged in another department of labor from that of the employee injured, or of a coemployee on another train of cars, or of a coemployee who has charge of any switch, signal point, or locomotive engine, or who is charged with dispatching trains or transmitting telegraphic or telephonic orders. Knowledge by an employee injured of the defective or unsafe character or condition of any machinery, ways, appliances, or structures of such corporation shall not of itself be a bar to recovery for any injury or death caused thereby. When death, whether instantaneous or other wise, results from an injury to any employee of such corporation received as aforesaid, the personal representative of such employee shall have a right of action therefor against such corporation, and may recover damages in respect thereof. Any contract or agreement, express or implied, made by any such employee to waive the benefit of this section, or any part thereof, shall be null and void, and this section shall not be construed to deprive any such employee, or his personal representative, of any right or remedy to which he is now entitled under the laws of this State.

SEC. 2. The rules and principles of law as to contributory negligence which apply to other cases shall apply to cases arising under this act, except in so far as the same are herein modified or changed. Contributory negligence.

Employers whose failure to comply with the factory inspection law causes injury to employees are liable to such employees in damages. (Acts of 1907, chap. 158, sec. 8.)

PENNSYLVANIA.

ACTS OF 1907.

ACT No. 329.—*Liability of employers for injuries to employees.*

SEC. 1. In all actions brought to recover from an employer for injury suffered by his employee, the negligence of a fellow-servant of the employee shall not be a defense, where the injury was caused or contributed to by any of the following causes, namely: Fellow-service not a defense, when.

Any defect in the works, plant, or machinery, of which the employer could have had knowledge by the exercise of ordinary care; the neglect of any person engaged as superintendent, manager, foreman, or any other person in charge or control of the works, plant, or machinery; the negligence of any person in charge of or directing the particular work in which the employee was engaged at the time of the injury or death; the negligence of any person to whose orders the employee was bound to conform, and did conform, and, by reason of his having conformed thereto, the injury or death resulted; the act of any fellow-servant, done in obedience to the rules, instructions, or orders given by the employer, or any other person who has authority to direct the doing of said act.

SEC. 2. The manager, superintendent, foreman, or other person in charge or control of the works, or any part of the works, shall, under this act, be held as the agent of the employer, in all suits for damages for death or injury suffered by employees. Vice-principals

PORTO RICO.

REVISED STATUTES, 1902.

Liability of employers for injuries to employees.

SEC. 322. Where, after the passage of this act, personal injury is caused to an employee who is himself in the exercise of due care and diligence at the time: Injury caused by—

1. By reason of any defect in the condition of the ways, works, or machinery connected with, or used in the business of the employer, which arose from or had not been discovered or remedied owing to the negligence of the employer or of any person in the service of the employer and entrusted by him with the duty of seeing that the ways, works, or machinery were in proper condition; or Defective machinery;

Negligence of superintendent;

2. By reason of the negligence of any person in the service of the employer entrusted with the exercising of superintendence whose sole or principal duty is that of superintendence; or

Person in charge of locomotive, etc.

3. By reason of the negligence of any person in the service of the employer who has charge of, or physically controls, any signal switch, locomotive engine, car or train in motion, whether attached to an engine or not, upon a railroad, the employee, or, in case the injury results in death, his widow or children, or both of them, and if there be no such widow and children, then his parents (provided that said parents were dependent upon such employee for support) may maintain an action for damages against the employer, pursuant to the provisions of this act.

Who may sue.

Damages.

SEC. 323. When an employee receives a personal injury under any of the conditions enumerated in section 1 hereof [sec. 322], he may bring an action against his employer before the proper district court, to recover damages for such injury. The damages so recovered shall not exceed the sum of two thousand dollars, and in assessing the amount of such damages the court shall take into consideration the degree of culpability of the employer, or of the person for whose negligence the employer is liable hereunder, the sums expended by the employee for medical attendance, for drugs, medicines, and similar necessary expenses, and the loss of wages while recovering from the injury; the court shall also take into consideration the physical pain and suffering caused by the injury. If the injury be of such character as to permanently impair the earning capacity of the employee the court shall include in the damages awarded an allowance for such loss. In case the injury results in a temporary impairment of his earning capacity, the court, in addition to pain and suffering and the expenditures for medical services and drugs, shall take into consideration the average rate of wages which, under ordinary conditions, he might have earned if not injured.

Survival of action.

SEC. 324. In case of the death of the employee before the termination of the action so brought against the employer, it may be continued in the name of his widow or children, and if there be no such widow or children, then in the name of his parents, if they, or either of them, were dependent upon such employee for support at the time of the injury. If it shall appear in any action so continued in the name of the widow, children, or parents of a deceased injured employee that the death was the result of the injury, damages shall be assessed by the court in a sum not to exceed three thousand dollars; and the court shall estimate such damages in accordance with:

Limit of damages.

(a) The degree of culpability of the employer or of the person for whose negligence the employer is liable.

(b) The material damage incurred by the claimant or claimants through the death of the employee in accordance with the actual needs that said claimant or claimants had to depend upon the wages of such employee for their support, taking into consideration his earning capacity and his probabilities of life at the time of the accident.

Suit by widow, etc.

SEC. 325. When, before having commenced an action hereunder, an employee dies as the result of personal injury received under any of the conditions enumerated under section 1 hereof [sec. 322], his widow, children, or both of them, or if there be no such widow or children, then his parents, provided such parents were dependent upon such employee for support at the time of the injury, may maintain an action against the employer before the proper district court, for damages caused by the death of such employee. Such damages shall not exceed the sum of three thousand dollars and shall be fixed by the court in accordance with:

Limit of damages.

(a) The degree of culpability of the employer or of the person for whose negligence the employer is liable.

(b) The material damage incurred by the claimant or claimants through the death of the employee in accordance with the actual needs that such claimant or claimants had to depend upon the wages of such employee for their support, taking into consideration his earning capacity and his probabilities of life at the time of the accident.

Division of damages.

SEC. 326. The court, when fixing the amount of damages to be paid in case of death by personal injury under this act, shall determine the amount due to each of the claimants in proportion to the material damages incurred by each of them in accordance with the actual needs which each of them had to depend upon the wages of the employee whose death was caused by accident.

Limitation.

SEC. 327. No action for the recovery of damages for injury or death under the provisions of this act shall be maintained unless notice of the time, place, and cause of the injury is given to the employer within thirty days after the injury is received or unless it is commenced within six months from the date of the injury. The notice required by this section shall be in writing, signed by the person injured or by some one in his behalf; but if from physical or mental incapacity it is impossible for the person injured to give the notice within the time provided in said section, he may give the same within ten days after the incapacity is removed, and in case of his death without having given the notice and without having been at any time after his injury of sufficient capacity to give the notice, the person or persons entitled to claim compensation pursuant to the provisions of this act, or their representatives, may give such notice within thirty days after the death of such employee. But no notice

given under the provisions of this section shall be deemed to be invalid or insufficient solely by reason of any inaccuracy in stating the time, place, or cause of the injury: *Provided*, It is shown that there was no intention to mislead, and that the party entitled to notice was not in fact misled thereby.

Employer liable, when.

SEC. 328. Whenever an employee [employer] enters into a contract, either written or verbal, with an independent contractor to do part of such employer's work, or whenever such contractor enters into a contract with a subcontractor to do all or any part of the work comprised in such contractor's contract with the employer, such contract or subcontract shall not bar the liability of the employer for injuries to the employees of such contractor or subcontractor, by reason of any defect in the condition of the ways, works, machinery, or plant, if they are the property of the employer, or furnished by him, and if such defect arose or had not been discovered or remedied through the negligence of the employer or of some person entrusted by him with the duty of seeing that they were in proper condition.

Knowledge of defect a bar.

SEC. 329. No employee, or his widow or children, or either of them, or his parents, if there be no such widow or children, shall be entitled under this act to any right of compensation or remedy against the employer in any case where such employee knew of the defect or negligence which caused the injury, and failed within a reasonable time to give, or cause to be given, information thereof to the employer, or to some person superior to himself in the service of the employer, who had entrusted to him some general superintendence.

Contribution to insurance fund.

SEC. 330. Any employer who shall have contributed to an insurance fund created and maintained for the mutual purpose of indemnifying an employee for personal injuries for which compensation may be recovered under this act, or who has insured the said employee in any insurance company against the accidents of labor, shall be entitled to have deducted from the sum which he shall have to pay as compensation under the provisions of this act, the amount that shall have been received by the person injured, or by his widow, or children, or both of them, or by the parents, if there be no such widow and children, from the aforesaid fund or from the insurance company, by reason of the same accident.

Exceptions.

SEC. 331. This act shall not apply to injuries caused to domestic servants, or farm laborers, by fellow employers.

RHODE ISLAND.

The Statute directing the equipment of certain buildings, including factories, with fire escapes, and the guarding of elevator shafts, etc., makes owners and lessees liable in damages for injuries or death caused by a failure to comply with its provisions. (General laws of 1896, Chap. 108, secs. 8 and 16.)

SOUTH CAROLINA.

CONSTITUTION.

ARTICLE 9.—*Liability of railroad companies for injuries to employees.*

SEC. 15. Every employee of any railroad corporation shall have the same rights and remedies for any injury suffered by him from the acts or omissions of said corporations or its employees as are allowed by law to other persons not employees, when the injury results from the negligence of a superior agent or officer, or of a person having a right to control or direct the services of a party injured, and also when the injury results from the negligence of a fellow-servant engaged in another department of labor from that of the party injured, or of a fellow-servant on another train of cars, or one engaged about a different piece of work. Knowledge by any employee injured of the defective or unsafe character or condition of any machinery, ways or appliances shall be no defense to an action for injury caused thereby, except as to conductors or engineers in charge of dangerous or unsafe cars or engines voluntarily operated by them. When death ensues from any injury to employees, the legal or personal representatives of the person injured shall have the same right and remedies as are allowed by law to such representatives of other persons. Any contract or agreement, expressed or implied, made by any employee to waive the benefit of this section shall be null and void; and this section shall not be construed to deprive any employee of a corporation, or his legal or personal representative, of any remedy or right that he now has by the law of the land. The general assembly may extend the remedies herein provided for to any other class of employees.

Negligence of superior;

Of fellow-servants in another department.

Knowledge of defective machinery.

Injury causing death.

Contract waiving rights.

A contract whereby a railroad company beforehand seeks immunity from damages caused by its negligence is not prohibited by this section, but is void as contrary to public policy. (55 S. C., 152.)

Under this section a servant may recover of a railroad company for injuries caused by the carelessness of a fellow-servant directing him. (52 S. C., 438.)

CODE OF 1902.

CIVIL CODE.

Rights and remedies of employees on street railways.

SEC. 2848. Every employee of any street railway doing business in this State shall have the same rights and remedies for an injury suffered by any person from the acts or omission of said corporation, or its employees, as are provided by the constitution for employees of railroad corporations.

What remedies apply.

ACTS OF 1903.

ACT NO. 48.—*Liability of railroad companies for injuries to employees—Relief departments.*

Settlement required at death, etc.

SEC. 1. From and after the approval of this act, when any railroad company has what is usually called a relief department for its employees, the members of which are required or permitted to pay some dues, fees, moneys, or compensation to be entitled to the benefits thereof, upon the death or injury of the employee, a member of such relief department, such railroad company [shall] be, and is hereby, required to pay to the person entitled to same, the amount it was agreed the employee or his heirs at law should receive from such relief department; the acceptance of which amount shall not operate to estop or in any way bar the right of such employee, or his personal representative, from recovering damages of such railroad company for injury or death caused by the negligence of such company, its agents or servants, as now provided by law; and any contract, or agreement to the contrary, shall be ineffective for that purpose.

Benefit not a bar to action for damages.

SOUTH DAKOTA.

REVISED CODES OF 1903.

CIVIL CODE.

Liability of employers for injuries to employees.

Ordinary risks.

SEC. 1449. An employer is not bound to indemnify his employee for losses suffered by the latter in consequence of the ordinary risks of the business in which he is employed, nor in consequence of the negligence of another person employed by the same employer in the same general business, unless he has neglected to use ordinary care in the selection of the culpable employee .

Want of care.

SEC. 1450. An employer must in all cases indemnify his employee for losses caused by the former's want of ordinary care.

These sections (1449 and 1450) are an enactment of the common law and do not change the rule as to the liability of employers. (3 Dak., 38.)

ACTS OF 1907.

CHAPTER 219.—*Liability of railroad companies for injuries to employees.*

Acts of employees.

SEC. 1. Every common carrier engaged in trade or commerce in the State of South Dakota shall be liable to any of its employees, or in case of his death, to his personal representative for the benefit of his widow and children, if any, if none, then for his parents, if none, then

for his next of kin dependent upon him, for all damages which may result from the negligence of any of its officers, agents or employees, or by reason of any defect or insufficiency due to its negligence in its cars, engines, appliances, machinery, track, road-bed, ways, or works. Defects.

SEC. 2. In all actions hereafter brought against any common carrier to recover damages for personal injuries to an employee, or where such injuries have resulted in his death, the fact that the employee may have been guilty of contributory negligence shall not bar a recovery where his contributory negligence was less than the negligence of the employer, but the damages shall be diminished by the jury in proportion to the amount of negligence attributable to such employee. All questions of negligence and contributory negligence shall be for the jury. Comparative negligence.

SEC. 3. No contract of employment, insurance, relief benefit or indemnity for injury or death entered into by or on the behalf of any employee, nor the acceptance of any such insurance, relief benefit, or indemnity by the person entitled thereto shall constitute any bar or defense to any action brought to recover damages for personal injuries to or death of such employee: *Provided, however*, That upon the trial of such action against any common carrier the defendant may set off therein any sum it has contributed toward any insurance, relief benefit or indemnity that may have been paid to the injured employee, or in case of his death, to his personal representative. Contracts not a bar.

SEC. 4. No action shall be maintained under this act, unless commenced within two years from the time the cause of action accrued. Limitation.

TEXAS.

ACTS OF 1897, SPECIAL SESSION.

CHAPTER 6.—*Liability of railroad companies for injuries to employees.*

SEC. 1. Every person, receiver, or corporation operating a railroad or street railway the line of which shall be situated in whole or in part in this State, shall be liable for all damages sustained by any servant or employee thereof while engaged in the work of operating the cars, locomotives, or trains of such person, receiver, or corporation by reason of the negligence of any other servant or employee of such person, receiver, or corporation, and the fact that such servants or employees were fellow-servants with each other shall not impair or destroy such liability. Acts of fellow-servants.

Hand cars are cars within the meaning of this section. A member of a section gang carrying tools on foot and others using a hand car for the same purpose were held not to be fellow-servants. (57 S. W. Rep., 802.)

Vice-principals defined.

SEC. 2. All persons engaged in the service of any person, receiver, or corporation controlling or operating a railroad or street railway the line of which shall be situated in whole or in part in this State, who are intrusted by such person, receiver, or corporation with the authority of superintendence, control, or command of other servants or employees of such person, receiver, or corporation or with the authority to direct any other employee in the performance of any duty of such employee, are vice-principals of such person, receiver, or corporation and are not fellow-servants with their coemployees.

Fellow-servants defined.

SEC. 3. All persons who are engaged in the common service of such person, receiver, or corporation, controlling or operating a railroad or street railway, and who while so employed are in the same grade of employment and are doing the same character of work or service and are working together at the same time and place and at the same piece of work and to a common purpose, are fellow-servants with each other. Employees who do not come within the provisions of this section shall not be considered fellow-servants.

Contracts limiting liability.

SEC. 4. No contract made between the employer and employee based upon the contingency of death or injury of the employee and limiting the liability of the employer under this act of fixing damages to be recovered shall be valid or binding

Contributory negligence.

SEC. 5. Nothing in this act shall be held to impair or diminish the defense of contributory negligence when the injury of the servant or employee is caused proximately by his own contributory negligence.

ACTS OF 1905.

CHAPTER 163.—*Liability of employers for injuries to employees—Assumption of risk.*

Defense not allowed, when.

SEC. 1. In any suit against a person, corporation or receiver operating a railroad or street railway for damages for the death or personal injury of an employee or servant, caused by the wrong or negligence of such person, corporation or receiver, that the plea of assumed risk of the deceased or injured employee where the ground of the plea is knowledge or means of knowledge of the defect and danger which caused the injury or death shall not be available in the following cases:

First. Where such employee had an opportunity before being injured or killed to inform the employer or a superior intrusted by the employer with the authority to remedy or cause to be remedied the defect, and does notify or cause to be notified the employer or superior thereof within a reasonable time: *Provided,* It shall not be necessary to give such information where the employer or such superior thereof already knows of the defect.

Second. Where a person of ordinary care would have continued in the service with the knowledge of the defect and danger and in such case it shall not be necessary that the servant or employee give notice of the defect as provided in subdivision 1 hereof.

UTAH.

The statute regulating the working of coal and hydrocarbon mines directs the employment of a certified mining or fire boss, and provided that where an accident causing personal injury or death occurs in a mine in which the mining or fire boss has no certificate of competency, the owner or operator of the mine shall be liable in the full amount of damages sustained. (Acts of 1905, Chap. 122, sec. 16.)

VERMONT.

Statutes directing the installation of safety appliances on railroads make negligent companies liable for damages and injuries resulting from failure to comply with the law. (Statutes of 1894, secs. 3887, 3911.)

VIRGINIA.

CONSTITUTION.

ARTICLE 12.—*Liability of railroad companies for injuries to employees.*

SEC. 162. The doctrine of fellow-servant, so far as it effects the liability of the master for injuries to his servant resulting from the acts or omissions of any other servant or servants of the common master, is, to the extent hereinafter stated, abolished as to every employee of a railroad company, engaged in the physical construction, repair or maintenance of its roadway, track or any of the structures connected therewith, or in any work in or upon a car or engine standing upon a track, or in the physical operation of a train, car, engine, or switch, or in any service requiring his presence upon a train, car or engine; and every such employee shall have the same right to recover for every injury suffered by him from the acts or omissions of any other employee or employees of the common master, that a servant would have (at the time when this constitution goes into effect), if such acts or omissions were those of the master himself in the performance of a nonassignable duty: *Provided*, That the injury, so suffered by such railroad employee, result from the negligence of an officer, or agent, of the company of a higher grade of service than himself, or from that of a person, employed by the company, having the right, or charged with the duty, to control or direct the general services or the immediate work of the party injured, or the general services or the immediate work of the coemployee through, or by, whose act or omission he is injured; or that it result from the negligence of a coemployee engaged in another department of labor, or engaged upon, or in charge of, any car upon which, or upon the train of

Acts of fellow-servants.

Negligence o superintendent.

Person in another department, etc.

which it is a part, the injured employee is not at the time of receiving the injury, or who is in charge of any switch, signal point, or locomotive engine, or is charged with dispatching trains or transmitting telegraphic or telephonic orders therefor; and whether such negligence be in the performance of an assignable or nonassignable duty. The physical construction, repair or maintenance of the roadway, track or any of the structures connected therewith, and the physical construction, repair, maintenance, cleaning or operation of trains, cars or engines, shall be regarded as different departments of labor within the meaning of this section. Knowledge, by any such railroad employee injured, of the defective or unsafe character or condition of any machinery, ways, appliances or structures, shall be no defense to an action for injury caused thereby. When death, whether instantaneous or not, results to such an employee from any injury for which he could have recovered, under the above provisions, had death not occurred, then his legal or personal representative, surviving consort, and relatives (and any trustee, curator, committee or guardian of such consort or relatives) shall, respectively, have the same rights and remedies with respect thereto as if his death had been caused by the negligence of a coemployee while in the performance, as vice-principal, of a nonassignable duty of the master. Every contract or agreement, express or implied, made by an employee, to waive the benefit of this section, shall be null and void. This section shall not be construed to deprive any employee, or his legal or personal representative, surviving consort or relatives (or any trustee, curator, committee or guardian of such consort or relatives), of any rights or remedies that he or they may have by the law of the land, at the time this constitution goes into effect. Nothing contained in this section shall restrict the power of the general assembly to further enlarge, for the above-named class of employees, the rights and remedies hereinbefore provided for, or to extend such rights and remedies to, or otherwise enlarge the present rights and remedies of, any other class of employees of railroads or of employees of any person, firm or corporation.

Injuries causing death.

Contracts waiving rights.

Provisions not restrictive.

CODE OF 1904.

Liability of railroad companies for injuries to employees.

Liability for negligence of superintendent;

SEC. 1294k. Every corporation operating a railroad in this State, whether such corporation be created under the laws of this State or otherwise, shall be liable in damages for any and all injury sustained by any employee of such corporation as follows: When such injury results from the wrongful act, neglect, or default of an agent or officer of such corporation superior to the employee injured, or of a person employed by such corpo-

ration having the right to control or direct the services of such employee injured, or the services of the employee by whom he is injured; and also when such injury results from the wrongful act, neglect, or default of a coemployee engaged in another department of labor from that of the employee injured, or of a coemployee on another train of cars, or of a coemployee who has charge of any switch, signal point, or locomotive engine, or who is charged with dispatching trains or transmitting telegraphic or telephonic orders. Knowledge by any employee injured of the defective or unsafe character or condition of any machinery, ways, appliances, or structures of such corporation shall not of itself be a bar to recovery for any injury or death caused thereby. When death, whether instantaneous or otherwise, results from any injury to any employee of such corporation received as aforesaid, the personal representative of such employee shall have a right of action therefor against such corporation, and may recover damages in respect thereof. Any contract or agreement, express or implied, made by any such employee to waive the benefit of this section or any part thereof shall be null and void, and this section shall not be construed to deprive any such employee, or his personal representative, of any right or remedy to which he is now entitled under the laws of this State. The rules and principles of law as to contributory negligence, which apply to other cases, shall apply to cases arising under this act, except in so far as the same are herein modified or changed.

Person in another department, etc.

Injuries causing death.

Contracts waiving rights.

Contributor negligence.

An act directing the erection of telltales or danger signals at the approaches to bridges over railroads, tunnels, etc., makes failure to provide such devices ground for a right of action where injury or death results from such failure. (Sec. 1294d, subsec. 36.)

WASHINGTON.

An act requiring frogs, switches, and guard rails to be blocked and guarded makes companies failing to do so liable in damages to parties injured because of such failure. (Acts of 1899, chap. 35, sec. 2.)

Employers whose failure to comply with the factory-inspection law causes injury to employees, are liable in damages to such employees. (Acts of 1905, chap. 84, sec. 8.)

WISCONSIN.

ANNOTATED STATUTES OF 1898.

Liability of railroad companies for injuries to employees.

SEC. 1816 (as amended by chapter 254, Acts of 1907). Every railroad company shall be liable for damages for all injuries whether resulting in death or not, sustained by any of its employees, subject to the provisions hereinafter contained regarding contributory negligence on the part of the injured employee.

Injuries caused by—

Defects;

1. When such injury is caused by a defect in any locomotive, engine, car, rail, track, roadbed, machinery or appliance used by its employees in and about the business of their employment.

Negligence of employee.

2. When such injury shall have been sustained by any officer, agent, servant, or employee of such company, while engaged in the line of his duty as such, and which such injury shall have been caused in whole or in greater part by the negligence of any other officer, agent, or servant or employee of such company, in the discharge of, or by reason of failure to discharge his duties as such.

Comparative negligence.

3. In every action to recover for such injury the court shall submit to the jury the following questions: First, whether the company, or any officer, agent, servant, or employee other than the person injured was guilty of negligence directly contributing to the injury; second, if that question is answered in the affirmative, whether the person injured was guilty of any negligence which contributed directly to the injury; third, if that question is answered in the affirmative, whether the negligence of the party so injured was slighter or greater as a contributing cause to the injury than that of the company, or any officer, agent, servant, or employee other than the person injured; and such other questions as may be necessary.

When negligence is not a bar.

4. In all cases where the jury shall find that the negligence of the company, or any officer, agent, or employee of such company, was greater than the negligence of the employee so injured, and contributing in a greater degree to such injury, then the plaintiff shall be entitled to recover, and the negligence, if any, of the employee so injured shall be no bar to such recovery.

Question for jury.

5. In all cases under this act the question of negligence and contributory negligence shall be for the jury.

Contracts, etc., not a bar.

6. No contract or receipt between any employee and a railroad company, no rule or regulation promulgated or adopted by such company, and no contract, rule, or regulation in regard to any notice to be given by such employee shall exempt such corporation from the full liability imposed by this act.

Definition.

7. The phrase "railroad company," as used in this act, shall be taken to embrace any company, association, corporation, or person managing, maintaining, operating, or in possession of a railroad in whole or in part within this State whether as owner, contractor, lessee, mortgagee, trustee, assignee, or receiver.

Pleading statute.

8. In any action brought in the courts in this State by a resident thereof, or the representative of a deceased resident, to recover damages in accordance with this act, where the employee of any railroad company owning or operating a railroad extending into or through this State and into or through any other State or States shall have received his injuries in any other State where such rail-

road is owned or operated, and the contract of employment shall have been made in this State, it shall not be competent for such railroad company to plead or prove the decisions or statutes of the State where such person shall have been injured as a defense to the action brought in this State.

9. The provisions of this act shall not apply to employees working in shops or offices. Exemptions.

A statute directing railroad companies to block or guard all frogs in their tracks makes failure to comply with the law ground for action in damages in cases where injury results from such failure, even though the failure or violation occurs through the negligence of some other agent or employee. (Sec. 1809b.)

A statute providing for the erection of tell-tales at the approaches to bridges, etc., over railroads, takes away from companies neglecting or refusing to comply with the law the defense of assumption of risks in cases where employees are injured on account of the lack of such tell-tales. (Acts of 1905, chap. 348, sec. 5.)

The law requiring dangerous machinery to be guarded takes away the defense of assumed risk in cases where employees are injured as a result of the employers' failure to comply with the law. (Acts of 1905, chap. 303, sec. 1.)

WYOMING.

CONSTITUTION.

ARTICLE 10.—*Limitation and waiver of right to damages.*

SEC. 4. No law shall be enacted limiting the amount of damages to be recovered for causing the injury or death of any person. Any contract or agreement with any employee waiving any right to recover damages for causing the death or injury of any employee shall be void. Damages for injuries.

ARTICLE 19.—*Contracts of employees waiving right to damages.*

SEC. 1. It shall be unlawful for any person, company or corporation, to require of its servants or employees as a condition of their employment, or otherwise, any contract or agreement, whereby such person [,] company or corporation shall be released or discharged from liability or responsibility, on account of personal injuries received by such servants or employees, while in the service of such person, company or corporation, by reason of the negligence of such person, company or corporation, or the agents or employees thereof, and such contracts shall be absolutely null and void. Contracts waiving right to damages.

In an article on the operation of mines, the constitution contains a provision granting a right of action for injuries or death occasioned because of violations by the employer of the provisions of the constitution or of laws passed in pursuance thereof. (Art. 9, sec. 4.)

UNITED STATES.

The so-called safety appliance law, which prescribes the use of automatic couplers, power brakes, etc., on railroad trains engaged in interstate commerce, provides that employees injured by the use of any locomotive, car, or train in violation of the act shall not be deemed to have assumed the risk, even though he knew of the unlawful use. (Compiled Stats. of 1901, p. 3174, sec. 8.)

[Memorandum.]

NOTE ON COMPARATIVE NEGLIGENCE

Recent legislation on the subject of the liability of employers has brought into some prominence the doctrine of comparative negligence, according to which the courts undertake to apportion the fault, where both parties have been negligent, and if the preponderance of negligence appears to be chargeable to the employer, to award damages in a proportionate amount. This provision was contained in the Federal liability law of 1906, which was recently declared unconstitutional, though not because of this provision.

The law of Maryland (1902) regulating the liability of mine operators for injuries to their employees provides for such a consideration of the negligence of the two parties, and a proportionate award of damages, as do the laws of Nebraska, Nevada, North Dakota, South Dakota and Wisconsin, all enacted in 1907, relating to the liability of railroad companies. The Nevada statute includes mine and milling operations as well.

Apart from statute, the rule seems to have been first applied as a State doctrine, in Illinois, in Galena & C. U. R. Co. *v.* Jacobs (1858). (20 Ill., 478.) This was not an employer's liability case, however, the first statement of the doctrine in such connection apparently being found in Chicago & N. W. Co. *v.* Sweeney (1869). (52 Ill., 325.) This rule was continuously followed at least until 1886 (Chicago & A. R. Co. *v.* Johnson, 116 Ill., 206; 4 N. E. Rep., 381), but is at present denied in that State (City of Macon *v.* Holcomb (1903), 69 N. E. Rep., 79), and a negligent employee is now barred from recovery unless it appears that his employer was guilty of willful negligence in connection with the occasion of the injury (Chicago & A. R. Co. *v.* Myers (1901), 95 Ill., App., 578).

Kansas has been classed by some writers as one of the jurisdictions in which this doctrine is favored, and the supreme court of that State held in Wichita & W. R. Co. *v.* Davis (1887) (37 Kans., 743; 16 Pac. Rep., 78), that where the negligence of the defendant is great and that of the plaintiff but slight, the latter may recover. This court has, however, repeatedly denied that it countenances the doctrine of comparative negligence, and it may be fairly doubted if more could be said than that the

rule there followed is simply the common-law doctrine of contributory negligence somewhat peculiarly stated. The same may be said of Tennessee, where, if the negligence of the defendant was the efficient cause of the injury, the fact that the injured party was somewhat in default will not bar his recovery if it does not amount to a lack of ordinary care, even though he might have escaped by the use of extraordinary care. (Nashville &. C. R. Co. *v.* Carroll (1871) 6 Heisk., 347.) The negligence of the plantiff will be taken into consideration, however, in mitigation of the damages to be awarded, and where the fault is equal, no damages will be allowed. The defendant, to be clear of negligence, must show compliance with all requirements of the law. (Louisville & N. R. Co. *v.* Burke (1868), 6 Coldw., 45.)

In a Georgia case (Atlanta & R. Air Line R. Co. *v.* Ayers (1874), 53 Ga., 12) the supreme court recognized the doctrine of comparative negligence, basing its ruling on sections 2083 and 3034 of the Code (sections 2297 and 2322 of the Code of 1895), though in the following year the same court held that an employee, to recover, must be without fault, though the burden of proof in that regard is on the defendant. (Thompson *v.* Central R. & B. Co., 54 Ga., 511.)

Laws of Illinois and Ohio, directing the use of safety appliances on railroads, take away the defenses of assumed risks and of contributory negligence from employers failing to comply with the statute; while in Indiana the want of contributory negligence need not be pleaded in any action for damages on account of alleged negligence of the defendant. Copies of the laws referred to follow:

ILLINOIS.

Acts of 1905.

Safety appliances on railroads.

(Page 550.)

Sec. 9. Any employee of any such common carrier who may be injured by any train, locomotive, tender, car, or similar vehicle in use contrary to the provisions of this act, shall not be deemed to have assumed the risks thereby occasioned, nor to have been guilty of contributory negligence, because of continuing in the employment of such common carrier or in the performance of his duties as such employee after the unlawful use of such train, locomotive, tender, car, or similar vehicle had been brought to his knowledge.

INDIANA.

ANNOTATED STATUTES OF 1894—REVISION OF 1901.

Liability of employers for injuries to employees—Contributory negligence to be matter of defense only.

SEC. 359a. Hereafter in all actions for damages brought on account of the alleged negligence of any person, copartnership, or corporation for causing personal injuries, or the death of any person, it shall not be necessary for the plaintiff in such action to allege or prove the want of contributory negligence on the part of the plaintiff, or on the part of the person for whose injury or death the action may be brought. Contributory negligence, on the part of the plaintiff, or such other person, shall be a matter of defense, and such defense may be proved under the answer of general denial: * * *

OHIO.

ACTS OF 1906.

Self-dumping ash pans to be provided for locomotives.

(Page 46.)

SEC. 3. Any person, firm, or corporation failing to comply with the provisions of this act, shall not be allowed to set up or make the defense of contributory negligence, or assumption of risk, in any action for personal injury to, or death of, any engineer or fireman resulting from the failure of such person, firm, or corporation to comply with the provisions of this act.

Safety appliances on railroads.

(Page 75.)

SEC. 7. Any employee of any such common carrier who may be killed or injured by any locomotive, tender, car, similar vehicle, or train, in use contrary to the provisions of this act, shall not be deemed thereby to have assumed the risk thereby occasioned, although continuing in the employment of such carrier after the unlawful use of such locomotive, tender, car, similar vehicle, or train had been brought to his knowledge, nor shall such employee be held to have contributed to his injury in any case where the carrier shall have violated any provision of this act, when such violation contributed to the death or injury of such employee.

[Memorandum.]

NOTE ON CONTRACTS OF EMPLOYEES WAIVING RIGHTS TO DAMAGES.

At common law a stipulation exempting a railroad company from liability for injuries caused employees by the negligence of a superior was held void by the supreme

court of Ohio, as against public policy. (Lake Shore & M. S. Ry. Co. *v.* Spangler (1886), 8 N. E. Rep., 467). See also the opinion of the supreme court of Arkansas in Little Rock & Ft. S. Ry. Co. *v.* Eubanks (1887) (48 Ark., 460; 3 S. W. Rep., 808); of the supreme court of appeals of Virginia, in Johnson's Adm'x *v.* Richmond & D. Ry. Co. (1890) (86 Va., 975; 11 S. E. Rep., 829); of the supreme court of Alabama in Richmond & D. Ry. Co. *v.* Jones (1891) (92 Ala., 218; 9 So. Rep., 276). The court of appeals of New York declared void for want of consideration a contract executed subsequently to the employee's entrance on service, relieving the employer of liability. (Purdy *v.* Rome, etc., Ry. Co. (1891), 125 N. Y., 209; 26 N. E. Rep., 255.) In Runt *v.* Herring a lower court held a contract of like effect, though based on sufficient consideration, to be void, as against public policy. (49 N. Y. St., 126; 21 N. Y. Supp., 244.)

A number of States have laws forbidding the waiver, by contract, of the employee's right to recover for injuries caused by accident. In Pierce *v.* Van Dusen the United States circuit court of appeals upheld the Ohio liability law, which contains this provision (78 Fed. Rep., 693 (1897)), while a similar law of Iowa was declared constitutional by the United States Supreme Court in Ry. Co. *v.* Herrick (1888). (127 U. S., 210; 8 Sup. Ct., 1176.) In neither of these, however, did the case turn on the particular provision relating to contracts. A like provision was discussed by the supreme court of Missouri in the case of Powell *v.* Sherwood (1901) (162 Mo., 605; 63 S. W. Rep., 485), and a statute containing it was held valid as an entirety.

It has been held that an employer could not relieve himself by contract of a liability imposed by statute, although the statute itself made no reference to such contracts. (Kansas Pac. Ry. Co. *v.* Peavey (1883), 29 Kans., 169; 44 Am. Rep., 630; Tarbell *v.* Rutland Ry. Co. (Vt., 1902), 51 Atl. Rep., 6.)

An implied waiver of the benefits of a statute which requires frogs, etc., on railroads to be blocked, by continuance in service with knowledge that they were not so blocked, was held not to be valid as a defense in an action for injuries resulting from the company's failure to comply with the law. (Narramore *v.* Cleveland, C., C. & St. L. Ry. Co. (1899), 96 Fed., 298 (C. C. A.). See also Coal Co. *v.* Polland (1902), 62 N. E. Rep., 492, for a decision of like tenor by the Indiana supreme court.)

In Georgia, on the other hand, Western & A. R. Co. *v.* Bishop (1873) (50 Ga., 465), and in Pennsylvania, Mitchell *v.* Pa. R. (1853) (1 Am. Law Reg., 717), express contracts limiting or denying the employee's right of action have been upheld. In the former State a later statute declares such contracts void so far as they affect any liability fixed by law.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 210.

MEMORIAL PROTESTING AGAINST FURTHER MULTIPLICATION OF BATTLE SHIPS.

Mr. HALE presented the following

MEMORIAL OF MEMBERS OF THE CHI ALPHA MINISTERIAL SOCIETY OF THE CITY OF NEW YORK PROTESTING AGAINST THE FURTHER MULTIPLICATION OF BATTLE SHIPS IN THE UNITED STATES NAVY.

JANUARY 29, 1908.—Referred to the Committee on Naval Affairs and ordered to be printed.

FIFTH AVENUE HOTEL, NEW YORK CITY,
January 25, 1908.

DEAR SIR: We, whose names are undersigned, members of a ministerial society in the city of New York, known as Chi Alpha, voicing as we believe the sentiments of many thousands of American citizens, respectfully express to you our earnest hope that the present Congress will call a halt in what seems to us the needless and hazardous enlargement of the United States Navy.

Believing that America should be the leader among the peacemakers of the earth, we can not but look with regret and alarm on the further multiplication of battle ships, not only because of the disastrous influence which this is likely to have upon the temper and fortunes of our own people, but because it is well-nigh certain to retard that reduction in the armaments of nations for which a sorely burdened world has long been waiting.

CHARLES E. JEFFERSON,
Pastor of the Broadway Tabernacle.
JAMES S. DENNIS,
Member of Board of Foreign Missions.
GEORGE ALEXANDER,
President of Board of Foreign Missions.
CHARLES AUGUSTUS STODDADD,
New York Observer.
HENRY SLOANE COFFIN,
Pastor Madison Avenue Presbyterian Church.
J. ROSS STEVENSON,
Pastor Fifth Avenue Presbyterian Church.
ABBOTT E. KITTREDGE,
Pastor Madison Avenue Reformed Church.

NATHANIEL W. CONKLING.
CHAS. P. FAGUANI,
Professor Union Theological Seminary.
SAMUEL MACAULEY JACKSON,
Editor Schaff Herzog Encyclopedia.
DUNCAN J. MCMILLAN,
Pastor New York Presbyterian Church.
JOHN C. BLISS,
Pastor Evangelist North Presbyterian Church.
WM. ADAMS BROWN,
Professor in Union Theological Seminary.
GEO. S. WEBSTER,
Pastor Church of the Covenant.
A. C. MCGIFFERT,
Professor in Union Theological Seminary.
JULIUS A. BEWERS,
Assistant Professor Union Theological Seminary.
WM. A. RICHARDS,
Pastor Brick Church.
JESSE F. FORBES,
Pastor Adams Memorial.
JAMES H. HOADLEY,
Pastor Thirteenth Street Church.
ANTHONY H. EVANS,
Pastor West Church (Presbyterian).
JAMES M. FARR,
Pastor Christ Church (Presbyterian).
JOHN LYON CAUGHEY,
Pastor Harlem Presbyterian Church.
ABRAM WOODRUFF HALSEY,
Secretary Board Foreign Missions.

The Honorable EUGENE HALE,
Chairman of the Senate Committee on Naval Affairs,
Washington, D. C.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 212.

RAILROAD BONDS AS SECURITIES FROM NATIONAL BANKS.

LETTER FROM SENATOR NELSON W. ALDRICH, TRANSMITTING THE CORRESPONDENCE WITH THE INTERSTATE COMMERCE COMMISSION RELATIVE TO THE PROPOSITION THAT THE GOVERNMENT ACCEPT RAILROAD BONDS AS A PART OF THE SECURITIES REQUIRED FROM NATIONAL BANKS FOR ADDITIONAL CIRCULATING NOTES.

JANUARY 30, 1908.—Ordered to be printed.

COMMITTEE ON FINANCE,
UNITED STATES SENATE,
January 21, 1908.

GENTLEMEN: In connection with the proposition that the Government should accept railroad bonds as a part of the securities required from national banks for additional circulating notes, I would be glad if you would advise me:

First. What has been done under the twentieth section of the act to regulate commerce, as amended, relative to a prescribed system of railroad accounts?

Second. What principles or rules have been promulgated in the orders of the Commission thus far issued relative to operating accounts, and what principles or rules are under advisement pertaining to capital accounts, to be covered by subsequent orders of the Commission, that will tend to give security and stability to railway securities?

Third. What has been done under the twentieth section of the act to regulate commerce, as amended, relative to the appointment of a Board of Special Examiners into Railway Accounts?

Fourth. Would it be possible, in your opinion, after the various provisions of the twentieth section shall have been carried into effect, for the Secretary of the Treasury, from the records in the possession of the Interstate Commerce Commission, to select classes of bonds which it would be safe for the Government to accept as security for the ultimate payment of these circulating notes?

Very truly, yours,

NELSON W. ALDRICH.

The INTERSTATE COMMERCE COMMISSION,
Washington D. C.

INTERSTATE COMMERCE COMMISSION,
Washington, January 29, 1908.

SIR: Your communication of 21st instant, inquiring as to the action taken by the Commission under the twentieth section of the amended act to regulate commerce, relative to a prescribed system of railroad accounts, etc., was referred to Mr. Henry C. Adams, in charge of statistics and accounts, and a copy of his statement in response is submitted herewith.

This statement appears to cover fully the several matters embraced in your inquiry and is transmitted as the reply of the Commission.

Very respectfully,

MARTIN A. KNAPP,
Chairman.

Hon. NELSON W. ALDRICH,
Chairman Committee on Finance, United States Senate,
Washington, D. C.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF STATISTICS AND ACCOUNTS,
Washington, D. C., January 28, 1908.

DEAR SIR: In response to your request in connection with the letter of the 21st instant from Senator Aldrich, chairman of the Finance Committee of the Senate, I submit the following:

It is assumed that answers to the questions contained in the letter of Senator Aldrich should be limited to the purpose for which they are asked, namely, to learn what added security, if any, will be given to railway stocks and railway bonds as the result of an efficient administration of the twentieth section of the act to regulate commerce, as amended. Any other interpretation would oblige the Commission to cover in its reply a large amount of irrelevant matter.

The questions submitted will be considered in the order of their presentation, the first of these being—

What has been done, under the twentieth section of the act to regulate commerce, as amended, relative to a prescribed system of railway accounts.

Before answering this question, a word may not be inappropriate relative to the purpose of the twentieth section, to which the question makes reference. This section makes provision for:

I. Annual, monthly, and special reports.

II. A prescribed system of accounts, uniform for all transportation agencies subject to the jurisdiction of the Commission.

III. The employment of "special agents and examiners, who shall have authority * * * to inspect and examine any and all accounts, records, and memoranda kept" by carriers subject to jurisdiction.

The text of the twentieth section makes plain the purposes of Congress, and the Commission in making provision for its administration has undertaken, among other things, to establish such supervisory control over railway accounts as to enable any one interested to distinguish between a carrier whose operating and financial conditions are sound and a carrier whose operating and financial conditions are not sound.

Annual reports have been rendered by the carriers and compiled by the Commission since 1888, but prior to the amended act of June 29,

1906, the Commission was not in a position to assure a uniform interpretation of the items reported, whether by different carriers or by the same carrier from year to year. It is evident, if annual reports are to serve a practical purpose, that they should be made with a common understanding of the terms used and rest upon a uniform system of accounts. This is only possible where the rules of accounting have the authority of law, from which it may be concluded that a system of prescribed accounts having been established, the annual report will assume a significance which heretofore they have not borne, especially from the point of view of judicious discrimination relative to railway securities.

Regular monthly reports of revenues and expenses have been filed by the carriers since July 1, 1907. These reports are made under oath, which oath states that they are compiled "according to the accounting rules promulgated by the Interstate Commerce Commission relative to operating accounts." These monthly reports are regarded by the Commission as "public documents" under the law, and as such are filed in duplicate, one set being open for the inspection of the public in a room specially arranged for this purpose. Furthermore, the division in charge of the compilation of monthly reports is instructed to place in the hands of the representatives of the press, or of any others interested, at the close of each day, a compilation of all reports received by or before 3 o'clock of the afternoon of that day. It is evident that information of this sort, universally rendered by the carriers and regularly published by the Commission month by month, must, from the nature of the case, tend to establish and perpetuate a stable value for railway securites.

The special reports cover special investigation. The most important of the investigations of this class which have been undertaken since the enactment of the law is an investigation into the intercorporate relations of carriers as reflected in the intercorporate ownership of railway securities. The chief aim of the investigation was to enable this office to eliminate from its compilations such railway securities as were reported as outstanding, in so far as they were the property of other carriers and made the basis of other issues. This investigation is now practically completed, and shows that the amount of stocks and bonds heretofore reported as outstanding in the hands of the public will be reduced nearly $10,000 per mile. Prior to the amendment of the twentieth section of the interstate commerce act it was not possible for this office to obtain from the carriers the data necessary to an accurate statement of railway capital. This, however, is no longer the case, and reference is here made to the special investigation into intercorporate relations for the reason that it illustrates that the Commission is now in the possession of the authority and of the machinery to obtain whatever information is necessary to warrant a discriminating opinion relative to the value of railway securities.

Two other special investigations have been set on foot, both of which aim to protect the property accounts. These are an investigation into the manner in which carriers have treated depreciation during the six months ending December 31, 1907, and an investigation into the record of cars and locomotives retired during the past five years. All of these matters relating to annual, monthly, and special reports are pertinent to the question in hand, for they tend to the establishment of stable conditions for railway securities.

The work of formulating a system of accounts was begun in August, 1906, and in June, 1907, the operating accounts for steam carriers were issued. These operating accounts cover six classifications, and it should be understood that the rules of accounting which, under the law, become binding upon the carriers when promulgated under order of the Commission are expressed in the text explanatory of the primary accounts for which the classifications provide. The six classifications referred to are as follows:

1. Classification of operating expenses.
2. Classification of operating revenues.
3. Classification of expenditures for road and equipment.
4. Classification of locomotive-miles, car-miles, and train-miles.
5. Classification of additions and betterments.
6. Classification of outside operations.

Of the above classifications, those from 1 to 4 were issued under order of the Commission dated June 3, 1907; the others were issued under circulars of instruction and, in the main, have been followed by the carriers. After revision they will be submitted to the Commission for promulgation under order to take effect July 1, 1908.

A complete system of railway accounting must be made to cover the property and the capital accounts; that is to say, there must be an authoritative classification of the items entering into an income account, the purpose of which is to arrive at a correct statement of the surplus (or deficit) resulting from the year's operations, and an authoritative classification of the items entering into a balance-sheet statement, the purpose of which is to arrive at a correct statement of the accumulated surplus or accumulated deficit resulting from the manner in which the property has been managed from the beginning. The formulation of an income account and of a balance sheet is well under way and will be submitted to the Commission for promulgation under order in time to take effect July 1, 1908.

The second question submitted is as follows:

> What principles or rules have been promulgated in the orders of the Commission thus far issued relative to operating accounts, and what principles or rules are under advisement pertaining to capital accounts to be covered by subsequent orders of the Commission that will tend to give security and stability to railway securities?

What follows treats the accounting system as a unit. No difference will be made between principles that have been promulgated under order and those which are to be promulgated. The entire scheme of accounting, so far as the main primary accounts are concerned, will become effective July 1, 1908.

Of the general principles embodied in this scheme of accounting, there are four of especial pertinence to the matter under consideration because of the relation they sustain to the conditions under which stocks and bonds are likely to show stability of value. These principles are:

1. That discount on securities is not an item properly included in the cost of property.
2. That depreciation is an element of operating cost, and should be included in operating expenses.
3. That betterments and additions are not elements of operating cost, and should be charged to income or to capital.

4. That the total of assets and the total of liabilities should be shown upon the balance sheet, and that "profit and loss" should be so analyzed as to state separately the different items covered.

The first of the principles above named pertains, so far as the present influence of the Commission is concerned, to the future rather than to the present, and even for the future its full significance as suggesting practical rules of administration pertains primarily to a commission having authority to supervise railway capitalization. It is important, however, as bearing upon the question in hand, to know that the construction accounts promulgated by the Interstate Commerce Commission, and adopted by most of the States, propose to open the balance-sheet account with a cash statement of what it costs to create the property at one hundred cents on the dollar. The point to be noted is that the system of railway accounting promulgated by the Commission has been drawn in view of the possibility that Congress may at some future time deem it wise to require an inventory valuation of railway property, and to authorize some form of supervisory control over capitalization, and the analysis which underlies the construction accounts as promulgated is an analysis which easily lends itself to this purpose, and for that reason readily suggests the character and the method of an investigation the object of which is to disclose what stocks and bonds do in fact possess a certain and a stable value.

The second and the third of the above principles may be considered together, for the "depreciation" accounts and the "additions and betterments" accounts are each complementary to the other. The purpose of a depreciation account is to guard against the overstatement of net revenue by failure to include all the costs of operation in operating expenses, while the purpose of the additions and betterments accounts is to guard against the understatement of net revenue by including in operating expenses as a cost of operation what in fact is an improvement to the property. Heretofore no uniform rule has controlled these charges. The executive officer, perhaps to make a showing, perhaps to influence the market (the purpose is not important) has believed it to be a prerogative of management to order the accountant to vary these charges from time to time, according to some special purpose or fancied exigency. Under such conditions it is not strange that railway stocks, and also to some extent railway bonds, have come to be regarded as speculative issues rather than investment securities. The tendency of the accounts promulgated by the Commission must be to steady the market for railway securities and to strengthen the credit of all sound enterprises. The twentieth section of the act to regulate commerce as amended is an important step in the development of supervisory administration. Under the new law the accounts of the carriers are no longer a private matter. On the contrary, they are as completely subject to public control as are the accounts of the United States Treasury, and when the machinery for the realization of that control is perfected and put into successful operation there will arise a general confidence in railway securities which will give them a sure and stable value, provided the enterprise which they represent is a sound commercial enterprise.

The fourth principle above mentioned pertains to the balance sheet. As the test of the operating accounts is a correct statement of net rev-

enue from operation, so the test of a balance sheet is a correct statement of the accumulated surplus.

It seems hardly appropriate to include in this cursory statement a consideration of all the many questions of detail that arise in connection with the balance sheet. In working out the general and supporting accounts for this most important statement an accurate analysis of the items covered, of a strict interpretation of the words "assets" and "liabilities," a clear definition of "accruals," and entries so comprehensive that all important operating and financial transactions may be duly reflected have from the outset been regarded as essential for a successful balance sheet. Moreover, the fact that public examiners must test this account has not been lost to view. A balance sheet, if correctly drawn, taken in connection with the operating accounts and the property accounts of a carrier, should furnish adequate information for testing the stability and certainty of underlying securities.

The third question is as follows:

What has been done under the twentieth section of the act to regulate commerce, as amended, relative to the appointment of a Board of Special Examiners into railway accounts?

The Board of Special Examiners is the means proposed by Congress to make effective a prescribed system of railway accounts. In direct response to the question, it should be said that no board of examiners has as yet been formally organized. Ten special examiners have been appointed, but for the most part they have been engaged in investigations bearing upon the character of the accounts to be prescribed. With the exception of special examinations into claims and into the manner in which the depreciation accounts have been applied, no formal examinations, such as were contemplated by Congress, have been undertaken.

It will require the permanent employment of 260 men to enable the Commission to exercise administrative supervision over the accounts of steam railways. The Civil Service Commission has provided, through special examination, a roster from which perhaps half of this number of men may be secured, and a new examination will be undertaken when necessary. A programme for the organization of a board of examiners, including a plan for branch offices at certain selected railway centers, and a set of instructions prescribing the manner in which these examinations shall be carried on, are sufficiently advanced to warrant the statement that this formal examination may be effectively begun on July 1, 1908, so far as this office is concerned. No further steps can be taken in this direction, however, until it is known what appropriation is to be placed at the disposal of the Commission for this purpose.

The fourth question is as follows:

Would it be possible, in your opinion, after the various provisions of the twentieth section have been carried into effect, for the Secretary of the Treasury from the records in the possession of the Interstate Commerce Commission to select classes of bonds which it would be safe for the Government to accept as security for the ultimate payment of circulating notes?

This is a question which should, of course, be answered by the Commission. As you have requested an expression of personal opinion upon this point, however, I may state that, so far as I can see, there is no reason why the Secretary of the Treasury availing himself of the information collected by the Interstate Commerce Commission,

obtained through its power of investigation conferred by law, and through the exercise of its supervisory control over railway accounts by means of a board of examiners, for which the law provides, can not "select classes of bonds which it would be safe for the Government to accept as security for the ultimate payment of circulating notes."

Respectfully submitted.

HENRY C. ADAMS,
In Charge of Statistics and Accounts.

Hon. MARTIN A. KNAPP,
Chairman Interstate Commerce Commission,
Washington, D. C.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 214.

STATEMENT RELATIVE TO MAIL TRAINS.

LETTER

FROM

THE ACTING POSTMASTER-GENERAL,

TRANSMITTING,

IN RESPONSE TO SENATE RESOLUTION NO. 70, A STATEMENT RELATIVE TO THE ARRIVAL AND DEPARTURE OF MAIL TRAINS, THE FINES IMPOSED AND COLLECTED BY REASON OF DELAYS, ETC.

JANUARY 31, 1908.—Referred the Committee on Post-Offices and Post-Roads and ordered to be printed.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., January 28, 1908.

Resolution No. 70 of the Senate of the United States, January 20, 1908, reads as follows:

Whereas Congress has provided that the Postmaster-General shall require all railroads carrying the mails under contract to comply with the terms of said contract as to time of arrival and departure of mails, and to impose and collect reasonable fines for delay when such delay is not caused by unavoidable accidents and conditions; and whereas complaint has been made that this provision of law has not been complied with: Therefore,

Be it resolved by the Senate, That the Postmaster-General be, and he is hereby, directed to inform the Senate—

First. Does the Post-Office Department keep a record of the arrival and departure of mail trains, especially of mail trains delayed in violation of this act?

Second. Does the Post-Office Department keep a record of the fines imposed and collected by reason of such delay?

Third. If so, the Postmaster-General is directed to transmit to the Senate a complete transcript of such record, showing what fines have been imposed and collected and what mail trains have been delayed in violation of the provisions of this law, especially a record which pertains to mail trains carrying the mails in and through Georgia.

In accordance with the direction of the President I have the honor to submit:

First. That the Post-Office Department does not keep a record of the arrivals and departures of mail trains other than that kept by railway postal clerks, who are required to note on their trip reports the time of departure of their respective mail trains from initial points and the time of arrival at the terminal of the routes or the end of the

mail train's run where such run is less than a route, and by transfer clerks stationed at important railroad centers, who give similar information on their daily reports.

Railroad companies, however, are required to submit, under oath, reports in accordance with Order No. 1131 of August 3, 1906, reading as follows:

The act making appropriations for the postal service for the fiscal year ending June 30, 1907, provides:

"That the Postmaster-General shall require all railroads carrying the mails under contract to comply with the terms of said contract as to time of arrival and departure of said mails, and it shall be his duty to impose and collect reasonable fines for delay, when such delay is not caused by unavoidable accidents or conditions."

It is therefore ordered, That every railroad company operating a route over which mails are carried shall, on the regular affidavit covering failures of mail-train service which it is required to submit promptly at the end of each quarter to the respective division superintendents, Railway Mail Service, show, in addition to and separate from such mail-train failures, the number of minutes late of each arrival (not time of arrival) of every train carrying mail which has reached the terminus of said route, the terminus of such train's run, or any intermediate point designated by the Postmaster-General and of which the company shall have notice, thirty or more minutes late as many as ten times during the quarter, the extent, cause in detail, and the place of each delay being given.

This order supersedes that of October 2, 1905.

Beginning with the railroad companies' affidavits for service performed on and subsequent to January 1, 1908, division superintendents, Railway Mail Service, will be required to check such affidavits with the reports of railway postal clerks and transfer clerks.

Second. The Post-Office Department does keep a record of fines imposed and collected by reason of delays to mail trains in violation of this act.

Third. Exhibit A is a statement showing deductions from the pay of railroad companies for transportation of the mails for delays to mail trains in violation of the provisions of the law during the calendar year ended December 31, 1907.

Exhibit B is a statement showing deductions from the pay of railroad companies carrying mails in and through the State of Georgia because of similar delays during the period July 1, 1906, to September 30, 1907.

Exhibit C is a statement of all fines, deductions, and remissions in the railroad service for the fiscal years ended June 30, 1903, to 1907, inclusive; the fines and deductions being made because of failures of service, irregularities, and certain late arrivals.

While the matter contained in Exhibit C is not called for by the resolution, it is thought that it will be of interest.

F. H. HITCHCOCK,
Acting Postmaster-General.

To the PRESIDENT OF THE UNITED STATES.

EXHIBIT A.

The following is a statement showing deductions from the pay of railroad companies for transportation of the mails, and remissions of portions of such deductions ordered during the calendar year ended December 31, 1907, on account of late arrivals of mail trains July 1, 1906, to June 30, 1907, under the act of Congress approved June 26, 1906; also showing deductions during the period January 1 to 22,

inclusive, 1908, because of late arrivals of mail July 1 to September 30, 1907, under the act of Congress approved March 2, 1907:

Quarter ended—	Deductions.	Remissions.	Net.
March 31, 1907	$160,866.13	$2,164.44	$158,201.69
June 30, 1907	313,866.51	7,920.14	305,946.37
September 30, 1907	300,966.77	11,761.00	289,205.77
December 31, 1907	164,895.63	36,047.63	128,848.00
Total	940,095.04	57,893.21	882,201.83
Period January 1 to 22, 1908	157,307.86	11,558.05	145,749.81
Grand total	1,097,402.90	69,451.26	1,027,951.64

It may be stated that deductions for late arrivals in one quarter are made in certification of service for the following quarter; for example, late arrivals in the quarter ended September 30, 1906, were charged in certification of service for the quarter ended December 31, 1906, and appear in the statement of the deductions ordered in the quarter ended March 31, 1907.

EXHIBIT B.

Deductions made during the calendar year ended December 31, 1907, from the pay of railroad companies for the transportation of mails on routes in the State of Georgia on account of late arrivals of mail trains. (Deductions for late arrivals in one quarter are made in certification of the following quarter.)

Route.	Termini.	Quarter in which late arrivals occurred.	Quarter in which charged.	Place.	Train No.	Number of late arrivals.	Total deduction.	Subsequently remitted.
121001	Adel-Greenville	Mar	June	Greenville	1	15	$15.75	
		June	Sept	do	1	12	12.60	
121002	Atlanta-Chattanooga	Dec., 1906	Mar	Atlanta	1	13		
				Chattanooga	2	11		
					92	11	158.91	
		Mar	June	Atlanta	3	13	120.33	
		Sept	Dec.	do	1	19		
				do	93	19		
				do	3	13	339.10	
				Montgomery	33	17		
				Atlanta	36	10		
121003	Atlanta-Montgomery	Sept., 1906	Dec., 1906	do	38	10	102.38	$80.69
				Montgomery	37	13		
				do	97	14	a 791.18	
				do	33	22		
				do	35	14		
		Dec., 1906	Mar., 1907	Atlanta	34	31		
				do	36	29		
				do	38	12	406.81	68.02
				Montgomery	35	17	177.24	
				do	35	21		
		Mar	June	do	37	26		
		June	Sept	Atlanta	36	26	1,003.87	
121004	Augusta-Atlanta	Sept., 1906	Dec., 1906	do	27	21		
				Augusta	28	30	187.19	
		Dec., 1906	Mar., 1907	do	2	29		
				do	4	28		
				do	28	27		
				Atlanta	1	29		
				do	3	25		
				do	27	42	589.34	1.76
		Mar	June	do	1	28		
				do	3	40		
				do	27	32		
				Augusta	4	15		
				do	28	25	375.78	
		June	Sept	Atlanta	1	13		
				do	27	14		
				do	3	12	70.55	

a Special facilities service.

Deductions made during the calendar year ended December 31, 1907, from the pay of railroad companies for the transportation of mails on routes in the State of Georgia on account of late arrivals of mail trains. (Deductions for late arrivals in one quarter are made in certification of the following quarter)—Continued.

Route.	Termini.	Quarter in which late arrivals occurred.	Quarter in which charged.	Place.	Train No.	Number of late arrivals.	Total deduction.	Subsequently remitted.
121006	Washington-Barnett.	Dec., 1906	Mar., 1907	Washington.	41	13	.....	.....
				.....do.....	43	15	$4.89	.....
				.....do.....	43	24	.....	.....
				.....do.....	45	28	3.94	.....
		June.....	Sept.....	.....do.....	43	12	.....	.....
				.....do.....	45	11	1.71	.....
121009	Savannah-Jacksonville.	Dec., 1906	Mar., 1907	Jacksonville.	21	13	.....	.....
				.....do.....	89	13	.....	.....
				Savannah...	80	17	157.41	$94.72
		Mar.....	June.....	.....do.....	22	25	.....	.....
				.....do.....	80	45	.....	.....
				.....do.....	82	23	.....	.....
				Jacksonville.	93	23	.....	.....
				.....do.....	85	11	.....	.....
				.....do.....	21	32	309.83	119.50
		June.....	Sept.....	Waycross....	85	40	.....	.....
				Jacksonville.	21	10	.....	.....
				.....do.....	85	44	.....	.....
				.....do.....	89	24	.....	.....
				Savannah...	22	23	459.63	.....
121010	Savannah-Macon....	Mar.....	June.....	.....do.....	4	10	55.92	55.92
121011	Fort Valley-Columbus.	Dec., 1906	Mar., 1907	Columbus...	1	15	.....	.....
				.....do.....	3	26	.....	.....
				Fort Valley..	4	12	109.20	.....
		June.....	Sept.....	.....do.....	4	14	7.00	.....
121012	Macon-Atlanta.....	Dec., 1906	Mar., 1907	Atlanta.....	1	10	.....	.....
				.....do.....	15	10	55.45	.....
		Mar.....	June.....	.....do.....	15	22	.....	.....
				.....do.....	91	29	.....	.....
				.....do.....	93	27	.....	.....
				Macon.....	2	13	.....	.....
				.....do.....	90	42	.....	.....
				.....do.....	92	42	121.60	121.60
		June.....	Sept.....	.....do.....	14	14	.....	.....
				.....do.....	90	20	.....	.....
				Atlanta.....	15	22	.....	.....
				.....do.....	91	21	136.04	.....
121013	Atlanta-Brunswick..	Dec., 1906	Mar.....	.....do.....	7	17	.....	.....
				.....do.....	15	16	.....	.....
				.....do.....	13	15	.....	.....
				Jesup.....	14	18	.....	.....
				Brunswick..	16	18	511.39	271.23
		Mar.....	June.....	.....do.....	16	24	.....	.....
				Jesup.....	14	11	.....	.....
				Atlanta.....	13	26	.....	.....
				.....do.....	15	16	471.81	321.11
		June.....	Sept.....	.....do.....	13	16	.....	.....
				Brunswick..	14	33	708.16	.....
121016	Macon-Montgomery.	Sept., 1906	Dec., 1906	Macon.....	6	15	.....	.....
				.....do.....	12	17	.....	.....
				Smithville...	7	12	.....	.....
				Montgomery	11	13	232.86	.....
		Dec., 1906	Mar.....	.....do.....	11	45	.....	.....
				Fort Valley..	3	18	.....	.....
				Smithville...	7	22	.....	.....
				Macon.....	8	16	.....	.....
				.....do.....	12	22	568.88	.....
		Mar.....	June.....	Smithville...	7	13	7.96	.....
		June.....	Sept.....	Fort Valley..	3	11	.....	.....
				.....do.....	7	12	.....	.....
				Macon.....	2	11	12.95	.....
121017	Fort Valley-Perry...	Sept., 1906	Dec., 1906	Perry.....	29	12	.....	.....
				Fort Valley..	30	19	1.61	.....
		Dec., 1906	Mar., 1907	.....do.....	30	19	.....	.....
				Perry.....	27	11	2.24	.....
		Mar.....	June.....	Fort Valley..	30	33	2.11	.....
121018	Waycross-Bainbridge.	Dec., 1906	Mar.....	Bainbridge..	89	16	.....	.....
				.....do.....	57	22	.....	.....
				.....do.....	85	16	.....	.....
				Waycross....	80	23	.....	.....
				.....do.....	58	13	.....	.....
				.....do.....	82	19	216.10	89.00
		Mar.....	June.....	.....do.....	58	10	.....	.....
				Bainbridge..	57	17	84.24	53.04

Deductions made during the calendar year ended December 31, 1907, from the pay of railroad companies for the transportation of mails on routes in the State of Georgia on account of late arrivals of mail trains. (Deductions for late arrivals in one quarter are made in certification of the following quarter)—Continued.

Route.	Termini.	Quarter in which late arrivals occurred.	Quarter in which charged.	Place.	Train No.	Number of late arrivals.	Total deduction.	Subsequently remitted.
121018	Waycross-Bainbridge.	June	Sept	Bainbridge	89	20		
				do	85	32		
				do	57	24		
				Waycross	42	28	$166.40	
121019	Barnesville-Thomaston.	June	Sept	Thomaston	7	10	1.64	
121021	Camak-Macon	Mar	June	Macon	71	17	15.20	
121023	Brunswick-Albany	Sept., 1906	Dec., 1906	Albany	94	19	42.22	
		Dec., 1906	Mar	do	90	26		
				do	94	38		
				Brunswick	91	30		
				do	95	30	240.10	$73.43
		Mar	June	do	91	15		
				do	95	29		
				Albany	90	43		
				do	94	20	182.70	71.13
121025	Athens-Lula	Mar	June	Lula	262	17		
				Athens	261	31	2.04	
		June	Sept	do	261	11	1.87	1.87
121026	Toccoa-Elberton	Sept., 1906	Dec., 1906	Elberton	139	15	13.62	
		Dec., 1906	Mar	do	139	41	37.47	
		Mar	June	do	161	47		
				Toccoa	162	42	16.60	
121027	Fitzgerald-Thomasville.	Dec., 1906	Mar	Thomasville	17	20		
				do	19	14		
				Fitzgerald	20	13	20.62	
		June	Sept	do	20	11		
				Thomasville	17	23		
				do	19	42	49.45	
121031	Albany-Thomasville	Sept., 1906	Dec., 1906	do	71	10	6.52	
		Mar	June	Albany	74	15	4.56	4.56
		June	Sept	Thomasville	71	16	10.43	3.26
121032	Collins-Reidsville	Dec., 1906	Mar., 1907	Reidsville	6	16	1.12	
121034	Gainesville-Monroe	do	do	Gainesville	3	20		
				Monroe	6	15	144.99	
121035	Chamblee-Roswell	Mar	June	Roswell	312	37	4.14	
		June	Sept	do	312	27	3.02	
121036	Dupont-Lakeland	Sept., 1906	Dec., 1906	Dupont	42	59		
				Lakeland	43	33	432.63	
		Dec., 1906	Mar., 1907	Dupont	42	48		
				Lakeland	43	38	406.62	71.96
		Mar., 1907	do	Dupont	42	30		
				Lakeland	43	42	343.56	
		June, 1907	Sept., 1907	Dupont	42	26		
				Lakeland	43	35	290.89	
121037	Albany-Cordele	Sept., 1906	Dec., 1906	Albany	15	18		
				do	17	23		
				Cordele	16	43		
				do	18	15	18.29	
		Dec., 1906	Mar., 1907	Cordele	16-22	25	2.70	
		Mar., 1907	June, 1907	Albany	21	38		
				Cordele	22	50	12.39	
		June, 1907	Sept., 1907	Albany	21	34		
				Cordele	22	50	11.66	
121039	Smithville-Columbia.	Sept., 1906	Dec., 1906	Albany	7	15		
				Columbia	13	12		
				do	15	10		
				Smithville	14	10		
				do	16	21	68.65	
		Dec., 1906	Mar., 1907	Albany	7	18		
				Columbia	13	15		
				Smithville	16	14	29.00	
		June, 1907	Sept., 1907	Albany	7	11		
				Columbia	13	16	18.97	
121042	Atlanta-Birmingham	Sept., 1906	Dec., 1906	Birmingham	35	32		
				do	37	52		
				do	97	27		
				Atlanta	36	37		
				do	38	25		
				do	98	15	1,121.65	386.51
		Dec., 1906	Mar., 1907	Birmingham	35	50		
				do	37	75		
				do	97	66		

***Deductions made during the calendar year ended December 31, 1907, from the pay of railroad companies for the transportation of mails on routes in the State of Georgia on account of late arrivals of mail trains. (Deductions for late arrivals in one quarter are made in certification of the following quarter)*—Continued.**

Route.	Termini.	Quarter in which late arrivals occurred.	Quarter in which charged.	Place.	Train No.	Number of late arrivals.	Total deduction.	Subsequently remitted.
121042	Atlanta-Birmingham	Dec., 1906	Mar., 1907	Atlanta	36	65		
				do	38	77		
				do	98	58	$2,051.13	$152.12
		Mar., 1907	June, 1907	do	36	41		
				do	38	43		
				do	98	52		
				Birmingham	35	32		
				do	37	42		
				do	97	39	1,196.47	
		June, 1907	Sept., 1907	do	11	10		
				do	35	28		
				do	37	17		
				Atlanta	12	24		
				do	38	10	530.80	
121043	Cornelia-Talulah Falls.	Dec., 1907	Mar., 1907	Cornelia	11	21	3.82	
		Mar., 1907	June, 1907	Talulah Falls.	12	10	4.08	
		June, 1907	Sept., 1907	do	12	13		
				Clarksville	14	19	5.38	
121044	Climax-River Junction.	do	do	River Junction.	39	20	9.44	
121047	Americus-Columbus	Dec., 1907	Mar., 1907	Americus	6	21	24.28	
121048	Augusta-Tennille	Sept., 1906	Dec., 1906	Tennille	43	14		
				Augusta	44	13	22.98	2.40
		Dec., 1906	Mar., 1907	Tennille	43	11		
				Augusta	44	14	20.72	1.69
		Mar., 1907	June, 1907	Tennille	43	33		
				Augusta	44	30	53.72	7.89
121050	Savannah-Montgomery.	Sept., 1906	Dec., 1906	Montgomery.	71	17		
				Savannah	72	12	185.11	185.11
		Dec., 1906	Mar., 1907	do	72	20		
				do	74	35		
				Montgomery.	71	27		
				do	73	21	442.94	337.66
121051	Columbus-McDonough.	Dec., 1906	Mar., 1907	McDonough	21	64		
				do	29	44		
				Columbus	21	71		
				do	30	38	342.00	64.42
		Mar., 1907	June, 1907	McDonough	21	12	14.23	14.23
121052	Athens-Macon	Dec., 1906	Mar., 1907	Athens	19	13		
				Macon	20	13	17.06	
121053	Midfille-Swainsboro	June, 1907	Sept., 1907	Swainsboro	11	23	5.89	
121054	Union Point-White Plains.	Dec., 1906	Mar., 1907	White Plains	61	21	5.88	
121056	Atlanta-Fort Valley	Dec., 1906	Mar., 1907	Atlanta	27	49		
				Fort Valley	28	59	252.15	209.67
121057	Chattanooga-Griffin	Dec., 1906	Mar., 1907	Chattanooga	1	11		
				Carrollton	9	11		
				Griffin	2	10	82.88	
121058	Macon-Palatka	Dec., 1906	Mar., 1907	Palatka	1	38		
				do	3-9	27		
				Macon	10-4	39	748.24	
		Mar., 1907	June, 1907	do	10-4	12	26.98	
		June, 1907	Sept., 1907	Palatka	1	13		
				do	3-9	16		
				Macon	10-4	16	328.52	
121064	Bainbridge-Montgomery.	Dec., 1906	Mar., 1907	Dothan	44	12		
				Bainbridge	80	14		
				Montgomery	57	20	113.50	10.91
		Mar., 1907	June, 1907	do	57	20		
				Bainbridge	58	17	172.84	57.44
		June, 1907	Sept., 1907	Montgomery	57	32		
				do	89	24	146.78	
121066	Darien Junction-Reidsville.	Mar., 1907	June, 1907	Darien Junction.	11	10	2.16	
121068	Waycross-Oglethrope.	June, 1907	Sept., 1907	Waycross	1	24		
				do	3	20		
				Oglethorpe	2	13		
				do	4	30	107.59	
121070	Nashville-Sparks	Mar., 1907	June, 1907	Sparks	3	14		
				Nashville.	4	13	1.22	
		June, 1907	Sept., 1907	Sparks	3	11		
				Nashville	4	11	1.01	

Deductions made during the calendar year ended December 31, 1907, from the pay of railroad companies for the transportation of mails on routes in the State of Georgia on account of late arrivals of mail trains. (Deductions for late arrivals in one quarter are made in certification of the following quarter)—Continued.

Route.	Termini.	Quarter in which late arrivals occurred.	Quarter in which charged.	Place.	Train No.	Number of late arrivals.	Total deduction.	Subsequently remitted.
121072	Macon-Vidalia	Dec., 1906	Mar., 1907	Macon	19	17		
				Vidalia	20	39	$76 39	
		Mar., 1907	June, 1907	do	19	10	18.14	
121077	Cuthbert-Tallahasse	do	do	Cuthbert	4	12	3.55	
121080	Theo-Darien	Dec., 1906	Mar., 1907	Darien	2	18	3.82	
				Suwanee	11	13		
121082	Suwanee-Lawrenceville.	do	do	Lawrenceville.	12	43	2.00	
121084	Macon-Lagrange	Mar., 1907	June, 1907	Macon	42	12	18.31	
				Jesup	82	27		
121095	Jesup-Folkston	do	do	Folkston	85	65	92.16	
				Savannah	30	14		
121098	Savannah-Jesup	June, 1907	Sept., 1907	Jesup	43	22	65.55	
121099	Folkston-Jacksonville.	Dec., 1906	Mar., 1907	Folkston	30	11	3.12	$3.12
		June, 1907	Sept., 1907	Jacksonville.	13	33		
				do	43	19		
				Folkston	14	14	61.15	
				Chickamauga.	52	29		
121105	Chickamauga-Pittsburg.	Dec., 1906	Mar., 1907	Pittsburg	53	31	14.63	
		Mar., 1907	June, 1907	Chickamauga.	52	45		
				Pittsburg	53	45	21.69	
		June, 1907	Sept., 1907	do	52	23		
				Chickamauga.	53	21	10.43	
121106	Brunswick-Thalmann	do	do	Brunswick	4	22		
				do	6	24		
				do	8	18		
				do	10	10	3.26	
121109	Prentiss-Tallulah Falls.	Dec., 1906	Mar., 1907	Tallulah Falls.	11	16		
				Dillard	12	25	15.75	
		Mar., 1907	June, 1907	do	12	13	5.93	
121111	Thalmann-Offerman.	June, 1907	Sept., 1907	Thalmann	4	25		
				do	8	19	3.95	
121113	Climax-Amsterdam	Dec., 1906	Mar., 1907	Climax	42	14	1.20	
		Mar., 1907	June, 1907	Amsterdam	41	17		
				Climax	42	22	4.61	
		June, 1907	Sept., 1907	Amsterdam	41	15		
				Climax	42	21	4.20	
121114	Jesup-Folkston	do	do	Folkston	13	35		
				do	43	20		
				Jesup	14	11	86.56	
	Total						19,751.98	3,331.34

Amount of deductions ordered	$19,751.98
Amount of remissions ordered	3,331.34
Net deduction	$16,420.68

Deductions ordered during the period January 1, 1907, to January 22, 1908, from the pay of railroad company for the transportation of mails on route 118049, between Charlotte, N. C., and Atlanta, Ga., on account of late arrivals of mail trains. (Deductions for late arrivals in one quarter are made in certification of the following quarter.)

Route.	Termini.	Quarter in which late arrivals occurred.	Quarter in which charged.	Place.	Train No.	Number of late arrivals.	Total deduction.	Subsequently remitted.
118049	Charlotte-Atlanta	Sept., 1906	Dec., 1906	Charlotte	12	22		
				do	36	25		
				do	38	17		
				Atlanta	11	15		
				do	35	46	$1,748.49	
		Dec., 1906	Mar., 1907	do	11	23		
				do	35	77		
				Charlotte	12	55		
				do	36	34		
				do	38	59	2,247.87	
		Mar., 1907	June, 1907	Atlanta	11	42		
				do	37	53		
				do	39	50		
				do	43	41		
				Charlotte	12	19		
				do	36	56		
				do	38	45	6,185.03	
		Sept., 1907	Dec., 1907	Atlanta	39	14	134.40	
	Total						10,315.79	

This route, while not being a Georgia number, is given because of its being a main trunk line entering Atlanta, and it is thought will be of interest for that reason.

Deductions made during the period January 1 to 22, 1908, from the pay of railroad companies for the transportation of mails on routes in the State of Georgia on account of late arrivals of mail trains. (Deductions for late arrivals in one quarter are made in certification of the following quarter.)

Route.	Termini.	Quarter in which late arrivals occurred.	Quarter in which charged.	Place.	Train No.	Number of late arrivals.	Total deductions.	Subsequently remitted.
121003	Atlanta-Montgomery	Sept	Dec	Montgomery	35	29	$293.13	
121004	Augusta-Atlanta	do	do	Atlanta	1	12		
					3	15	77.82	
121007	Unionpoint-Athens	do	do	Athens	51	11	4.25	
121016	Macon-Montgomery	do	do	Macon	6	12		
				do	12	10	57.58	
121017	Fort Valley-Perry	do	do	Perry	29	12		
				Fort Valley	30	20	1.74	
121027	Fitzgerald - Thomasville.	do	do	Thomasville	17	11	4.03	
121035	Chamblee-Roswell	do	do	Roswell	312	17	1.90	
121037	Albany-Cordele	do	do	Albany	21	38		
				Cordele	22	54	12.82	
121044	Climax-River Junction.	do	do	Climax	40	14	3.39	
121048	Augusta-Tennille	do	do	Augusta	44	18	12.67	
121053	Midville-Swainsboro	do	do	Midville	10	34		
				Swainsboro	11	40	15.95	
121058	Macon-Palatka	do	do	Palatka	1	20	207.48	
121068	Waycross-Oglethorpe	do	do	Waycross	4	18	10.08	
121070	Nashville-Sparks	do	do	Sparks	3	19		
				Nashville	4	17	1.62	
121072	Macon-Vidalia	do	do	Macon	19	13	23.58	
121105	Chickamauga - Pittsburg.	do	do	Chickamauga	52	22		
				Pittsburg	53	20	9.95	
	Total						737.94	

EXHIBIT C.

Statement of the fines, deductions, and remissions ordered because of failures of service, irregularities, and certain late arrivals in the railroad service during the fiscal years ended June 30, 1903, to 1907, inclusive:

Year.	Deductions.	Remissions.	Fines.	Remissions.
1903	$101,347.75	$493.01	$20,758.91	$82.75
1904	149,513.28	1,531.89	28,572.91	524.88
1905	110,460.76	1,988.47	35,708.54	690.00
1906	169,621.91	12,255.32	44,550.42	708.25
1907 [a]	629,286.70	14,729.77	52,871.80	1,566.00
Total	1,160,260.40	30,998.46	182,462.58	3,571.88

[a] Includes deductions ordered in March and June quarters, 1907, on account of late arrivals of mail trains under act of Congress approved June 26, 1906.

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60TH CONGRESS, 1st Session. } SENATE. { DOCUMENT No. 216.

VOLUNTEER RETIRED LIST.

Mr. BURROWS presented the following

LETTER FROM MR. GREEN B. RAUM RELATIVE TO THE CREATION IN THE WAR DEPARTMENT OF A ROLL TO BE KNOWN AS THE "VOLUNTEER RETIRED LIST;" WITH AN APPENDIX.

FEBRUARY 3, 1908.—Referred to the Committee on Military Affairs and ordered to be printed.

VOLUNTEER RETIRED LIST.

WASHINGTON, D. C., *January 30, 1908.*

DEAR SIR: Upon the introduction of S. 1676, a bill to create in the War Department a roll to be known as the "Volunteer retired list," to authorize placing thereon with retired pay certain surviving officers of the United States Volunteer Army of the civil war, and for other purposes, introduced by yourself December 9, 1907, and referred to the Committee on Military Affairs, you stated that to present this bill intelligently to the committee it was necessary that a statement be prepared giving the number, rank, and age of these surviving officers, so that the cost of this measure could be definitely ascertained. You requested that such a statement should be prepared, and I now have the honor of presenting you with the information desired in tabular form:

VOLUNTEER RETIRED LIST.

Statement of a classification according to rank and age of surviving volunteer officers of the civil war eligible to the provisions of H. R. 6288, together with an estimate of the first year's cost of said bill.

Rank.	Number.	Retiring rate.	Age 70 and over.	Age 64 and under 70.	Total amount.
Major-general	2	$2,000	$4,000	.....	$4,000
Brigadier-general	28	2,000	56,000	.....	56,000
Colonel	129	2,000	258,000	.....	258,000
Do	22	1,750	.....	$38,500	38,500
Lieutenant-colonel	136	2,000	272,000	.....	272,000
Do	59	1,500	.....	88,500	88,500
Major	197	1,875	369,375	.....	369,375
Do	112	1,250	.....	140,000	140,000
Captain	1,377	1,350	1,439,950	.....	1,439,950
Do	1,256	900	.....	1,133,100	1,133,100
First lieutenant	1,026	1,125	1,154,250	.....	1,154,250
Do	1,207	750	.....	905,250	905,250
Second lieutenant	480	1,050	504,000	.....	504,000
Do	686	700	.....	480,200	480,200
Various ranks, Navy	150	1,050	157,500	.....	157,500
Total	6,867	.....	.....	.....	7,000,625

Deduct 6,867 pensions at $145.60 average pension of all rates for fiscal year 1907....	$999,835	
Of the above-described officers 3,376 are 70 years and upward, and many are 80 years of age: a number receive pensions for wounds received in battle and others by special acts of Congress. The average of these will no doubt be more than $20 per month and thus increase the deduction of pensions to the amount of....	350,000	
		$1,349,835
Estimated cost of bill for those eligible to its provisions.....		5,651,790

In addition to the above number there are 383 officers under 64 years of age who upon arriving at that age will be entitled to retirement.

In submitting the above figures for the consideration of yourself and the Committee on Military Affairs, I will state that the presentation of the question to the Fifty-ninth Congress resulted in earnest cooperation among these surviving officers throughout the country to secure its proper presentation to the Sixtieth Congress. A general committee and many State and local committees were organized for the purpose of united action. Petitions for officers were widely distributed and there was a prompt response. The aid of the Grand Army posts and of the Loyal Legion commanderies was invoked. As a result of most diligent effort the foregoing statement of the number, rank, and age of the surviving officers is presented. My deliberate opinion is that these figures can be confidently relied upon as a basis for legislation.

I respectfully invite an examination of the many petitions of these veteran officers presented to Congress. It will be found that the great body of these men are of long service, and that nearly half of them are over 70 years of age; many are over 80 years.

I also call attention to the petitions of citizens from all parts of the country memorializing Congress for the enactment of this law. These petitions are from the substantial men of the various cities and communities where they have been signed. The public press is behind this measure, indorsing it as wise and just.

It is obvious that the enactment of this bill into law will meet the hearty approval of the people.

I invite attention to the acts of 1828 and 1832, copies of which are added hereto as an appendix.

It will be seen that these statutes granted to the surviving officers, noncommissioned officers, musicians, soldiers, and Indian spies of the continental line, or State troops, volunteers or militia, who at one or more terms had served two years during the war of the Revolution full pay during life according to rank, not to exceed the pay of a captain in said line, and for service less than two years and not less than six months an amount proportioned to the length of his service as it compared with the period of two years.

I now wish to call particular attention to the recent legislation of the Fifty-eighth and Fifty-ninth Congresses bearing upon the subject. First, to the act of March, 1905, by the provisions of which Gens. Joseph R. Hawley and P. J. Osterhaus were retired with the rank and retired pay of brigadier-general. These officers had served as officers of volunteers during the civil war, had never been commissioned in the Regular Army, and had been mustered out of the service at the close of the civil war. Second, to the act of April 23, 1904, which provided that—

> any officer below the grade of brigadier-general who served with credit as an officer or an enlisted man in the regular or volunteer forces during the civil war prior to April 9, 1865, * * * and who has heretofore been, or may hereafter be retired * * * may * * * be placed on the retired list of the Army with the rank and retired pay of one grade above that actually held by him at the time of retirement.

Upon an examination of the Army Register of 1905 it will be found that 354 officers on the retired list were reretired with increased rank and retired pay as follows: Ninety-two colonels were retired as brigadier-generals; 43 lieutenant-colonels were reretired as colonels, 49 majors as lieutenant-colonels, 110 captains as majors, 39 first lieutenants as captains, 6 second lieutenants as first lieutenants, and 15 chaplains as majors; 254 of these officers had served in the Volunteer Army of the civil war. In 1906 the principle of the foregoing act was applied to officers of the Navy, and in March, 1907, provision was made for the retirement of brigadier-generals as major-generals who had performed creditable service during the civil war, and a number of brigadier-generals have been retired with increased rank and retired pay.

Thus, it is seen, that under existing law every surviving officer of the Regular Army, from second lieutenant to brigadier-general, and of the Regular Navy, of corresponding rank, who "served with credit during the civil war" have been or will be retired with one grade increased rank and retired pay.

This honorable recognition to officers of the Regular Army and Navy was not granted because of long service in the Regular Army and Navy, but solely on the ground that these officers had "served with credit during the civil war."

In view of these acts, and as Congress since the close of the civil war has not enacted any legislation in recognition of volunteer officers who served with credit in that great war, the question naturally arises:

Shall it become the settled policy of Congress to establish by law a higher standard of merit for officers of the Regular Army and Navy for the performance of "creditable service during the civil war" than for officers of the Volunteer Army and Navy for the performance of long and equally creditable service during said war?

In behalf of these 6,867 surviving officers of the Army and Navy of the civil war, I respectfully submit that their services to the country entitle them to consideration equal to that bestowed by Congress upon any officers who ever defended the national flag, and I insist that anything short of this would be a serious reflection upon their patriotism, ability, and service, and would not be creditable to the great Republic whose existence and authority they assisted to maintain.

Having given the subject of the cost of this measure most careful consideration, I state without reservation that in my opinion the annual cost at the outset will not exceed the estimate, namely, $5,651,790. It must be recognized by all intelligent persons that, considering the advanced age of the majority of these surviving officers, the roll would not continue as an expense to the Government for many years.

And reasoning upon the same facts, if the Senators and Representatives of the Sixtieth Congress are in sympathy with the sentiments of Senator Webster expressed May, 1828, in respect to the bill enacted at that time that "It is * * * a mixed claim of faith and public gratitude, of justice and honorable bounty, of merit and benevolence," they will, like Mr. Webster, declare "What we do should be done quickly."

As to the wisdom and justice of this measure there can scarcely be found a dissenting voice.

As to the ability of the Government without embarrassment to meet this expense there can be no question.

Never in the history of the world has any nation or any people reached so high a plain of prosperity and wealth as this great united nation and people.

The preservation of the Union gave an opportunity and impulse to the tremendous progress which has been made during the past forty-two years which has placed this country in the lead of all nations in respect to agriculture, mining, manufactures, internal commerce, and wealth.

With exports amounting to $1,853,718,000 and imports amounting to $1,431,421,000; with a paper circulation of $2,772,956,000, every dollar of which is based upon the national credit, and with a redemption fund in the Treasury of gold and silver amounting to $1,425,116,000; with a system of revenue which not only provided ample means to pay the current expenses of Government, but enabled the Treasury from 1865 to 1892 to pay $4,216,788,999 principal and interest on the public debt, and which has provided the Treasury a present available cash balance of $260,628,885, of which $240,278,701 is on deposit in national banks and subject to the draft of the Treasurer of the United States, it is obvious that the suggested appropriation of $5,651,790 will not embarrass the Treasury in the least.

In behalf of these surviving officers of volunteers of the civil war, I have the honor to request that you will refer this letter to the honorable Committee on Military Affairs and bespeak an early and favorable report of your bill.

I have the honor to be, very respectfully, yours,

GREEN B. RAUM, *Chairman.*
S. L. GLASGOW, *Secretary.*

Hon. J. C. BURROWS,
United States Senate, Washington, D. C.

APPENDIX.

ACT OF MAY 15, 1828.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That each of the surviving officers of the Army of the Revolution in the Continental line, who was entitled to half pay by the resolve of October twenty-one, one thousand seven hundred and eighty, be authorized to receive, out of any money in the Treasury not otherwise appropriated, the amount of his full pay in said line, according to his rank in the line, to begin on the third day of March, one thousand eight hundred and twenty-six, and to continue during his natural life: *Provided,* That under this act no officer shall be entitled to receive a larger sum than the full pay of a captain in said line.

SEC. 2. *And it is further enacted,* That whenever any of said officers has received money of the United States, as a pensioner, since the third day of March, one thousand eight hundred and twenty-six, aforesaid, the sum so received shall be deducted from what said officer would otherwise be entitled to under the first section of this act.

SEC. 3. *And be it further enacted,* That every noncommissioned officer, musician, or private in said army, who enlisted therein for and during the war and continued in service until its termination, and thereby became entitled to receive a reward of eighty dollars ($80) under a resolve of Congress passed May fifteenth, one thousand seven hundred and seventy-eight, shall be entitled to receive his full monthly pay in said service out of any money in the Treasury not otherwise appropriated, to begin on the third day of March, one thousand eight hundred and twenty-six, and to continue during his natural life: *Provided,* That no noncommissioned officer, musician, or private in said army who is now on the pension list of the United States shall be entitled to the benefits of this act.

SEC. 4. *And be it further enacted,* That the pay allowed by this act shall, under the direction of the Secretary of the Treasury, be paid to the officer or soldier entitled thereto, or to their authorized attorney, at such places and days as said Secretary may direct, and that no foreign officer shall be entitled to said pay, nor shall any officer or soldier receive the same until he furnish to said Secretary satisfactory evidence that he is entitled to the same in conformity to the provisions of this act; and the pay allowed by this act shall not in any way be transferable or liable to attachment, levy, or seizure by any legal process whatever, but shall inure wholly to the personal benefit of the officer or soldier entitled to the same by this act.

SEC. 5. *And be it further enacted,* That so much of said pay as accrued by the provisions of this act before the third day of March, one thousand eight hundred and twenty-eight, shall be paid to the officers and soldiers entitled to the same as soon as may be, in the manner and under the provisions before mentioned; and the pay which shall accrue after said day shall be paid semiannually, in like manner, and under the same provision.

(U. S. Stat. L., vol. 4, pp. 269, 270.)

ACT OF JUNE 7, 1832.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That each of the surviving officers, noncommissioned officers, musicians, soldiers, and Indian spies, who shall have served in the Continental line, or State troops, volunteers or militia, at one or more terms, a period of two years, during the war of the Revolution, and who are not entitled to any benefit under the act for the relief of certain surviving officers and soldiers of the revolution, passed the fifteenth day of May, eighteen hundred and twenty-eight, be authorized to receive, out of any money in the Treasury not otherwise appropriated, the amount of his full pay in the said line, according to his rank, but not exceeding, in any case,

the pay of a captain in the said line; such pay to commence from the fourth day of March, one thousand eight hundred and thirty-one, and shall continue during his natural life; and that any such officer, noncommissioned officer, musician or private, as aforesaid, who shall have served in the Continental line, State troops, volunteers, or militia, a term or terms in the whole less than the above period, but not less than six months, shall be authorized to receive, out of any unappropriated money in the Treasury during his natural life, each according to his term of service, an amount bearing such proportion to the annuity granted to the same rank for the service of two years, as his term of service did to the term aforesaid; to commence from the fourth day of March, one thousand eight hundred and thirty-one.

SEC. 2. *And be it further enacted,* That no person, receiving any annuity or pension under any law of the United States providing for Revolutionary officers and soldiers, shall be entitled to the benefits of this act, unless he shall first relinquish his further claim to such pension; and in all payments under this act the amount which may have been received under any other act as aforesaid, since the date at which the payments under this act shall commence, shall first be deducted from such payment.

SEC. 5. *And be it further enacted,* That the officers, noncommissioned officers, mariners, or marines, who served for a like term in the naval service during the Revolutionary war, shall be entitled to the benefits of this act, in the same manner as is provided for the officers and soldiers of the army of the Revolution.

(U. S. Stat. L., Vol. IV, pp. 529, 530.)

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60TH CONGRESS, 1st Session. } SENATE. { DOCUMENT No. 220.

STATISTICS OF IMMIGRATION AT NEW YORK.

Mr. LODGE presented the following

STATISTICS OF IMMIGRATION AT THE PORT OF NEW YORK. PREPARED BY ROBERT WATCHORN, COMMISSIONER OF IMMIGRATION AT THE PORT OF NEW YORK.

FEBRUARY 4, 1908.—Referred to the Committee on Immigration and ordered to be printed.

STATISTICS OF IMMIGRATION AT THE PORT OF NEW YORK.

[NOTE.—The term "alien" as used in these tables includes alien immigrants, alien tourists, aliens in transit, and alien United States residents. The term "immigrant" as applied in these tables means aliens whose given final destination was the United States.]

Alien steerage passengers landed at the port of New York under the jurisdiction of the State board of emigration, beginning May 1, 1855, the opening of Castle Garden as an "emigrant landing depot," to April 18, 1890, the closing of Castle Garden.

	Number.		Number.
May 1 to Dec. 31, 1855	51,114	Calendar year—	
Calendar year—		1873	266,818
1856	142,342	1874	140,041
1857	183,773	1875	84,560
1858	78,589	1876	68,264
1859	79,322	1877	54,536
1860	105,162	1878	75,347
1861	65,539	1879	135,070
1862	76,306	1880	327,371
1863	155,844	1881	455,681
1864	180,296	1882	476,086
1865	196,352	1883	405,909
1866	233,418	1884	330,030
1867	242,731	1885	291,066
1868	213,695	1886	321,814
1869	258,989	1887	405,405
1870	212,170	1888	419,718
1871	227,639	1889	349,233
1872	294,581	1890	85,795

Number of aliens passed by the State boards from May 5, 1847, to May 1, 1855	2,031,512
Number of alien passengers landed at Castle Garden by the State boards	7,690,606
Total number passed by the State boards	**9,722,118**

Alien arrivals landed at the port of New York under the supervision of the United States Immigration Service.

	Number.		Number.
Apr. 19 to June 30, 1890	117,803	Fiscal year ending June 30—	
Fiscal year ending June 30—		1899	269,263
1891	448,403	1900	400,842
1892	489,310	1901	453,496
1893	404,337	1902	565,983
1894	253,586	1903	689,452
1895	190,928	1904	633,811
1896	263,709	1905	821,128
1897	180,556	1906	935,860
1898	178,748	1907	1,123,844

Yearly average during term of State boards of emigration	277,775
Approximate yearly average during term of Commissioner Weber	482,891
Approximate yearly average during term of Commissioner Senner	222,195
Approximate yearly average during term of Commissioner Fitchie	373,666
Approximate yearly average during term of Commissioner Williams	695,608
Approximate yearly average during term of Commissioner Watchorn	1,029,852

Alien steerage arrivals—port of New York.

	Fiscal year—					
	1883-84.		1884-85.		1885-86.	
	Number.	*Per cent.*	*Number.*	*Per cent.*	*Number.*	*Per cent.*
Austria-Hungary	32,873	9.30	25,853	9.00	26,409	9.93
Denmark and Norway and Sweden	37,098	10.48	30,926	10.75	35,644	13.39
Germany	143,419	40.42	106,856	37.63	71,696	26.67
Italy	14,381	4.16	12,768	4.54	20,492	7.66
Russia	15,701	4.44	18,565	5.75	19,639	7.49
England and Scotland and Wales	48,290	13.35	41,125	14.55	45,470	17.06
Ireland	44,021	12.42	36,525	12.71	34,357	12.90
Other Europe	18,368	5.26	14,064	4.89	12,055	4.72
All other countries	561	0.17	541	0.18	508	0.18
Total	354,702	.....	287,223	.....	266,370	.....

	Fiscal year—					
	1886-87.		1887-88.		1888-89.	
	Number.	*Per cent.*	*Number.*	*Per cent.*	*Number.*	*Per cent.*
Austria-Hungary	35,156	9.35	40,510	9.41	29,805	9.79
Denmark and Norway and Sweden	51,886	13.56	64,925	15.24	47,906	15.12
Germany	76,941	20.39	81,481	19.47	73,586	21.23
Italy	46,564	12.38	50,145	12.05	23,275	6.84
Russia	30,234	8.04	32,374	7.48	31,504	9.29
England and Scotland and Wales	68,557	18.53	75,215	18.30	64,313	18.08
Ireland	46,866	12.49	48,796	12.40	45,282	12.83
Other Europe	18,995	5.05	24,008	5.42	22,022	6.50
All other countries	806	0.21	969	0.23	1,091	0.32
Total	376,005	.....	418,423	.....	338,784	.....

Alien steerage arrivals—port of New York—Continued.

	Fiscal year—					
	1895-96.		1896-97.		1897-98.	
	Number.	*Per cent.*	*Number.*	*Per cent.*	*Number.*	*Per cent.*
Austria-Hungary	52,085	19.75	26,888	14.89	31,989	17.90
Denmark and Norway and Sweden	25,798	9.78	16,502	9.17	15,362	8.60
Germany	24,230	9.19	17,837	9.88	12,996	7.27
Italy	66,445	25.20	57,775	32.00	56,641	31.69
Russia	39,859	15.12	15,820	8.76	23,631	13.22
England and Scotland and Wales	13,269	5.03	7,072	3.92	6,977	3.90
Ireland	24,957	9.46	19,239	10.66	17,574	9.83
Other Europe	12,720	4.82	14,289	7.91	9,067	5.07
All other countries	4,346	1.65	5,074	2.81	4,511	2.52
Total	263,709	.....	180,556	.....	178,748	.....

	Fiscal year—					
	1898-99.		1899-1900.		1900-1901.	
	Number.	*Per cent.*	*Number.*	*Per cent.*	*Number.*	*Per cent.*
Austria-Hungary	53,349	21.61	90,820	26.6	98,076	25.2
Denmark and Norway and Sweden	15,152	6.12	21,402	6.3	23,494	6.0
Germany	13,925	5.65	14,418	4.2	17,885	4.6
Italy	76,312	30.91	97,514	28.6	129,864	33.4
Russia	43,717	17.71	63,267	18.5	63,003	16.2
England and Scotland and Wales	6,571	2.66	5,939	1.7	6,476	1.7
Ireland	21,626	8.76	25,200	7.3	19,938	5.1
Other Europe	11,203	4.54	19,345	5.7	24,328	6.3
All other countries	5,027	2.04	3,807	1.1	5,867	1.5
Total	246,845	.....	341,712	100.0	388,931	100.0

	Fiscal year—					
	1901-2.		1902-3.		1903-4.	
	Number.	*Per cent.*	*Number.*	*Per cent.*	*Number.*	*Per cent.*
Austria-Hungary	138,646	24.49	156,491	22.70	140,612	22.29
Denmark and Sweden and Norway	34,865	6.16	50,673	7.35	39,262	6.23
Germany	36,019	6.36	41,448	6.01	38,758	6.14
Italy	169,655	29.98	211,555	30.68	177,965	28.22
Russia	80,267	14.18	97,367	14.12	104,281	16.53
England and Scotland and Wales	30,118	5.32	36,306	5.27	38,458	6.10
Ireland	23,546	4.16	27,391	3.97	26,566	4.21
Other Europe	39,812	7.04	52,452	7.61	48,110	7.63
All other countries	13,055	2.31	15,769	2.29	16,729	2.65
Total	565,983	.....	689,452	.....	[a] 630,741	.....

	Fiscal year—					
	1904-5.		1905-6.[a]		1906-7.[a]	
	Number.	*Per cent.*	*Number.*	*Per cent.*	*Number.*	*Per cent.*
Austria-Hungary	227,267	28.06	224,910	24.31	292,985	26.25
Denmark and Sweden and Norway	41,156	5.08	34,056	3.68	33,200	2.97
Germany	33,994	4.20	31,456	3.40	31,201	2.80
Italy	200,524	24.76	256,599	27.74	267,078	23.93
Russia	139,304	17.20	163,845	17.71	192,736	17.26
England and Scotland and Wales	64,490	7.96	50,175	5.42	55,984	5.02
Ireland	36,998	4.57	23,787	2.58	23,723	2.12
Other Europe	44,296	5.47	59,946	6.49	87,773	7.86
All other countries	21,818	2.70	50,677	5.48	20,076	1.80
Nonimmigrants	.....	.....	[b] 29,560	3.20	111,539	9.99
Total	[c] 809,847	.....	925,011	.....	1,116,295	.....

Nonimmigrant aliens includes alien United States residents, tourist, and in transit passengers.

[a] Aliens admitted.
[b] Last three months only, April, May, and June.
[c] Tourists and in transits not included in these totals.

Illiteracy statistics of alien passengers (14 years and over) arriving at the port of New York.

Race or people.	Fiscal year 1898-99.			Fiscal year 1899-1900.		
	Total alien arrivals.	Illiterates.		Total alien arrivals.	Illiterates.	
		Number.	Per cent based on alien arrivals 14 years and over.		Number.	Per cent based on alien arrivals 14 years and over.
Armenian	641	105	20.04	841	199	26.78
Bohemian and Moravian	1,935	24	1.55	2,329	54	2.80
Bulgarian, Servian, and Montenegrin	50	6	13.04	193	68	35.44
Croatian and Slovenian	6,837	1,689	25.89	8,906	2,345	27.78
Dalmatian, Bosnian, and Herzegovinian	367	101	28.86	615	196	33.79
Dutch and Flemish	1,728	129	9.77	2,516	176	9.52
English	4,258	94	2.58	4,346	98	2.62
Finnish	3,349	70	2.29	6,783	115	1.87
French	2,013	64	3.61	1,956	69	3.98
German	21,219	574	3.32	23,382	1,037	5.39
Greek	2,351	484	23.74	3,734	572	17.08
Hebrew	27,086	4,447	21.72	44.520	8.229	23.55
Irish	21,637	816	3.90	25,200	671	2.76
Italian (north)	13,008	1,327	11.49	16,690	1,819	12.01
Italian (south)	63,481	29,330	57.05	82,329	38,332	64.69
Lithuanian	6,033	1,957	34.72	9,170	2,572	30.37
Magyar	4,517	423	10.36	11,353	1,729	16.45
Polish	23,015	6,515	31.87	36,835	10,457	31.34
Portuguese	1,887	1,016	68.60	3,779	1,728	63.41
Roumanian	54	11	20.37	244	67	28.03
Russian	183	45	30.41	365	62	18.18
Ruthenian (Russniak)	1,371	537	42.82	2,653	1,216	48.95
Scandinavian (Norwegians, Danes, and Swedes)	16,034	104	.70	22,847	140	.65
Scotch	811	15	2.18	965	24	3.02
Slovak	13,550	3,415	28.05	25,392	6,659	28.38
Spanish	293	37	13.50	309	29	10.39
Syrian	3,687	1,667	56.32	2,759	1,285	58.73
Turkish	18	3	16.67	48	18	38.20
Welsh	1,118	33	3.93	606	22	4.84
All other peoples	42	7	20.00	47	.....	6.82
Grand total	242,573	55,045	26.54	341,712	79,988	26.73

Illiteracy statistics of alien passengers (14 years and over) arriving at the port of New York—Continued.

Race or people.	Fiscal year 1900-1901.			Fiscal year 1901-2.		
	Total alien arrivals.	Illiterates.		Total alien arrivals.	Illiterates.	
		Number.	Per cent based on alien arrivals 14 years and over.		Number.	Per cent based on alien arrivals 14 years and over.
Armenian	1,639	317	22.21	1,021	205	22.43
Bohemian and Moravian	3,184	41	1.60	4,432	72	1.96
Bulgarian, Servian, and Montenegrin	529	196	39.76	984	397	41.61
Croatian and Slovenian	11,630	3,553	32.31	16,417	5,286	33.93
Dalmatian, Bosnian, and Herzegovinian	718	201	29.60	977	341	36.55
Dutch and Flemish	3,065	190	8.13	3,782	222	7.68
English	4,994	79	1.83	5,243	105	2.34
Finnish	4,535	39	.97	6,566	166	1.10
French	3,771	128	3.80	3,730	157	4.88
German	29,680	992	4.06	40,216	1,656	5.00
Greek	5,681	1,355	26.16	7,769	2,159	30.36
Hebrew	43,237	8,309	25.68	45,708	9,599	28.79
Irish	19,953	567	2.96	19,391	661	3.54
Italian (north)	20,360	2,535	13.64	27,122	3,594	14.40
Italian (south)	111,298	56,104	58.31	138,509	68,617	55.80
Lithuanian	8,192	3,811	50.50	10,423	5,282	55.08
Magyar	12,344	1,475	12.99	20,455	2,386	12.45
Polish	37,636	13,143	38.75	55,937	20,043	39.03
Portuguese	3,393	1,651	66.52	4,861	2,569	74.51
Roumanian	572	205	37.00	780	210	27.52
Russian	309	110	42.15	635	226	38.83
Ruthenian (Russniak)	5,032	2,554	53.26	6,887	3,234	49.00
Scandinavian (Norwegians, Danes, and Swedes)	24,181	156	.69	33,394	163	.52
Scotch	952	14	1.72	1,313	20	1.80
Slovak	26,931	7,587	30.96	31,111	7,218	25.32
Spanish	513	105	24.31	568	98	17.85
Syrian	3,898	1,784	57.09	4,333	1,947	64.48
Turkish	76	41	53.95	76	36	49.32
Welsh	487	12	2.96	556	25	5.52
All other peoples	141	69	51.88	66	11	18.03
Grand total	388,931	107,323	31.65	493,262	136,605	31.35

Illiteracy statistics of alien passengers (14 years and over) arriving at the port of New York—Continued.

Race or people	Fiscal year 1902-3.			Fiscal year 1903-4.		
	Total alien arrivals.	Illiterates.		Total alien arrivals.	Illiterates.	
		Number.	Per cent based on alien arrivals 12 years and over.		Number.	Per cent based on alien arrivals 14 years and over.
Armenian	1,505	395	29.33	1,295	270	23.73
Bohemian and Moravian	6,980	89	1.56	8,596	105	1.54
Bulgarian, Servian, and Montenegrin	2,056	590	29.63	2,420	1,009	42.83
Croatian and Slovenian	17,677	4,477	26.81	13,592	3,315	26.45
Dalmatian, Bosnian, and Herzegovinian	1,500	349	23.77	1,888	663	34.21
Dutch and Flemish	5,977	309	6.90	7,079	225	4.04
English	13,961	179	1.47	23,580	206	1.00
Finnish	8,752	147	1.83	5,014	73	1.68
French	6,511	235	4.16	10,633	286	3.07
German	53,421	1,664	3.74	59,327	1,430	2.85
Greek	12,807	3,322	28.20	10,769	2,306	22.46
Hebrew	60,824	12,209	26.74	84,910	14,748	22.05
Irish	24,356	790	3.41	26,185	684	2.75
Italian (north)	35,819	4,061	12.47	35,687	3,730	11.55
Italian (south)	173,657	73,250	47.39	140,225	63,522	52.21
Lithuanian	12,258	5,176	45.83	9,174	3,864	46.85
Magyar	23,559	2,165	10.00	20,628	2,086	11.30
Polish	64,598	18,652	31.60	50,313	14,264	31.85
Portuguese	3,531	1,726	65.78	665	280	51.38
Roumanian	1,506	330	22.31	1,906	544	29.65
Russian	1,628	468	31.49	2,620	419	18.04
Ruthanian (Russniak)	8,070	3,649	45.57	8,546	3,829	47.11
Scandinavian (Norwegians, Danes, and Swedes)	49,683	208	.46	38,274	177	.53
Scotch	4,613	46	1.17	8,727	30	.42
Slovak	27,205	5,203	21.20	22,425	5,091	25.78
Spanish	1,508	191	13.54	2,322	286	12.98
Syrian	4,566	2,129	56.44	3,224	1,463	55.19
Turkish	381	175	46.54	1,279	454	36.46
Welsh	990	23	2.86	1,481	22	1.83
All other peoples	1,986	48	2.72	6,038	257	4.83
Grand total	631,885	142,255	25.55	608,922	125,638	23.78

Illiteracy statistics of alien passengers (14 years and over) arriving at the port of New York—Continued.

Race or people.	Fiscal year 1904-5.			Fiscal year 1905-6.		
	Total alien arrivals.	Illiterates.		Total alien arrivals.	Illiterates.	
		Number.	Per cent based on alien arrivals 14 years and over.		Number.	Per cent based on alien arrivals 14 years and over
Armenian	1,117	195	19.90	1,446	361	28.49
Bohemian and Moravian	8,320	102	1.56	9,066	118	1.61
Bulgarian, Servian, and Montenegrin	3,657	1,502	41.86	8,603	3,793	45.05
Croatian and Slovenian	22,851	6,366	29.51	29,575	9,102	32.49
Dalmatian, Bosnian, and Herzegovinian	2,354	882	38.48	4,290	1,846	43.82
Dutch and Flemish	7,323	313	5.34	8,595	277	3.92
English	29,259	307	1.20	27,221	129	.54
Finnish	9,454	144	1.66	6,924	36	.55
French	9,790	244	2.78	9,061	188	2.24
German	66,798	2,265	3.90	71,916	2,772	4.47
Greek	10,179	2,211	22.55	20,264	4,589	23.33
Hebrew	104,447	18,891	23.18	125,403	24,901	27.43
Irish	37,520	993	2.77	28,772	483	1.75
Italian (north)	37,506	4,621	13.52	44,373	4,724	11.64
Italian (south)	164,371	84,639	56.76	221,606	106,114	53.83
Lithuanian	15,272	7,966	56.48	11,415	5,849	56.19
Magyar	42,061	4,394	11.41	42,300	4,785	12.45
Polish	82,761	29,682	39.46	77,287	24,232	34.41
Portuguese	898	451	56.45	3,605	1,974	68.19
Roumanian	4,335	1,238	29.48	7,698	2,856	37.92
Russian	2,808	658	28.51	3,431	1,163	36.79
Ruthanian (Russniak)	12,582	7,480	62.17	14,804	8,068	56.49
Scandinavian (Norwegians, Danes, and Swedes)	41,752	191	.51	37,944	72	.21
Scotch	11,374	59	.61	12,123	33	.31
Slovak	43,641	9,838	24.73	34,904	6,881	21.69
Spanish	2,483	331	14.06	2,849	309	10.85
Syrian	3,671	1,752	56.55	4,263	2,012	56.14
Turkish	2,036	1,226	61.39	1,786	1,011	57.51
Welsh	1,944	51	3.20	1,919	15	.89
All other peoples	5,679	117	2.32	7,099	385	6.02
Grand total	788,240	189,109	27.00	880,543	219,076	28.32

Illiteracy statistics of alien passengers (14 years and over) arriving at the port of New York—Continued.

Race or people.	Fiscal year 1906-7.		
	Total alien arrivals.	Illiterates.	
		Number.	Per cent based on alien arrivals 14 years and over.
Armenian	2,055	442	25.01
Bohemian and Moravian	8,732	141	1.93
Bulgarian, Servian, and Montenegrin	16,727	8,008	48.47
Croatian and Slovenian	34,478	9,929	30.07
Dalmatian, Bosnian, and Herzegovinian	6,954	3,444	50.26
Dutch and Flemish	10,963	308	3.56
English	29,182	176	.71
Finnish	7,477	66	.92
French	8,328	141	1.90
German	74,485	3,854	6.01
Greek	41,951	12,681	30.74
Hebrew	120,667	26,864	29.53
Irish	26,445	307	1.23
Italian (north)	49,214	4,487	9.88
Italian (south)	221,913	107,946	54.09
Lithuanian	19,977	12,267	65.19
Magyar	58,011	5,579	10.38
Polish	113,360	44,260	41.73
Portuguese	2,563	1,462	69.39
Roumanian	14,365	5,673	40.07
Russian	9,738	4,348	46.24
Ruthenian (Russniak)	21,211	11,613	56.32
Scandinavian (Norwegians, Danes, and Swedes)	34,778	72	.22
Scotch	13,764	34	.30
Slovak	38,229	7,390	21.25
Spanish	3,885	565	15.71
Syrian	3,713	1,850	56.42
Turkish	1,620	1,108	69.03
Welsh	2,067	17	1.00
All other peoples	7,904	848	11.61
Grand total	1,004,756	275,880	30.64

Money brought by alien steerage passengers landed at the port of New York.

Race or people.	1898-99.			1899-1900.		
	Arrivals.	Money brought.	Per capita.	Arrivals.	Money brought.	Per capita.
Armenian	641	$11,912	$18.58	841	$11,614	$13.81
Bohemian and Moravian	1,935	53,348	27.57	2,329	57,481	24.68
Bulgarian, Servian, and Montenegrin	50	884	17.68	193	5,198	26.93
Croatian and Slovenian	6,837	105,030	15.36	8,906	137,444	15.43
Dalmatian, Bosnian, and Herzegovinian	367	9,035	24.62	615	9,261	15.06
Dutch and Flemish	1,728	36,330	21.02	2,516	49,760	19.78
English	4,258	144,205	33.87	4,346	136,697	31.45
Finnish	3,349	60,752	18.14	6,783	98,420	14.51
French	2,013	77,716	38.61	1,956	62,538	31.97
German	21,219	1,045,154	49.26	23,382	682,355	29.18
Greek	2,351	40,490	17.22	3,734	57,581	15.42
Hebrew	27,086	248,171	9.16	44,520	398,714	8.96
Irish	21,637	342,650	15.84	25,200	364,500	14.46
Italian (north)	13,008	272,253	20.93	16,690	370,441	22.20
Italian (south)	63,481	516,552	8.14	82,329	723,730	8.79
Lithuanian	6,033	53,863	8.93	9,170	74,996	8.18
Magyar	4,517	49,065	10.86	11,353	119,886	10.56
Polish	23,015	233,112	10.13	36,835	381,918	10.37
Portuguese	1,887	15,974	8.47	3,779	28,608	7.57
Roumanian	54	1,540	28.52	244	3,018	12.37
Russian	183	3,136	17.14	365	4,825	13.25
Ruthenian (Russniak)	1,371	17,751	12.95	2,653	25,478	9.60
Scandanavian (Norwegians, Danes, and Swedes)	16,034	300,426	18.74	22,847	393,195	17.21
Scotch	811	21,495	26.50	965	21,871	22.66
Slovak	13,550	181,270	13.38	25,392	326,579	12.86
Spanish	293	9,611	32.80	309	8,179	26.47
Syrian	3,687	67,502	18.31	2,759	38,604	13.99
Turkish	18	720	40.00	48	727	15.15
Welsh	1,118	23,609	21.12	606	16,067	26.51
All other peoples	42	1,424	37.47	47	964	20.51
Grand total	242,573	3,944,980	16.26	341,712	4,610,649	13.49

Money brought by alien steerage passengers landed at the port of New York—Continued.

Race or people.	1900-1901.			1901-2.		
	Arrivals.	Money brought.	Per capita.	Arrivals.	Money brought.	Per capita.
Armenian	1,639	$20,231	$12.34	1,021	$22,480	$22.02
Bohemian and Moravian	3,184	72,532	22.78	4,432	93,816	21.17
Bulgarian, Servian and Montenegrin	529	10,582	20.00	984	18,358	18.66
Croatian and Slovenian	11,360	178,919	15.38	16,417	241,185	14.69
Dalmatian, Bosnian and Herzegovinian	718	13,022	18.16	977	17,048	17.45
Dutch and Flemish	3,065	80,633	26.31	3,782	79,301	20.97
English	4,994	171,094	34.26	5,243	195,510	37.29
Finnish	4,535	67,646	14.92	6,566	112,162	17.08
French	3,771	148,467	39.37	3,730	115,886	31.07
German	29,680	924,194	31.14	40,216	1,152,619	28.66
Greek	5,681	85,789	15.10	7,769	135,036	17.38
Hebrew	43,237	360,940	8.35	45,708	322,307	7.05
Irish	19,953	340,822	17.08	19,391	347,697	17.93
Italian (north)	20,360	478,969	23.52	27,122	580,883	21.42
Italian (south)	111,298	964,979	8.67	138,509	1,304,024	9.41
Lithuanian	8,192	70,041	8.55	10,423	92,175	8.84
Magyar	12,344	135,266	10.96	20,455	218,537	10.68
Polish	37,636	373,859	9.93	55,937	539,688	9.65
Portuguese	3,393	32,610	9.61	4,861	52,057	10.71
Roumanian	572	7,161	12.52	780	7,522	9.64
Russian	309	9,478	30.67	635	7,012	11.04
Ruthenian (Russniak)	5,032	48,534	9.65	6,887	70,008	10.17
Scandinavian (Norwegians, Danes, and Swedes)	24,181	439,027	18.16	33,394	637,204	19.08
Scotch	952	22,070	23.18	1,313	32,377	24.66
Slovak	26,931	331,456	12.31	31,111	382,450	12.29
Spanish	513	15,507	30.23	568	15,587	27.44
Syrian	3,898	67,003	17.19	4,333	71,350	16.47
Turkish	76	974	12.82	76	2,027	26.67
Welsh	487	16,821	34.54	556	16,968	30.52
All other people	141	1,454	10.31	66	3,687	55.86
Grand Total	388,931	5,490,080	14.12	493,262	6,886,961	14.57

Race or people.	1902-3.			1903-4.		
	Arrivals.	Money brought.	Per capita.	Arrivals.	Money brought.	Per capita.
Armenian	1,505	$26,132	$17.36	1,295	$32,530	$25.12
Bohemian and Moravian	6,980	154,742	22.17	8,596	257,487	29.95
Bulgarian, Servian, and Montenegrin	2,056	34,041	15.56	2,420	47,747	19.73
Croatian and Slovenian	17,677	253,690	14.35	13,592	227,658	16.75
Dalmatian, Bosnian, and Herzegovinian	1,500	21,881	14.59	1,988	41,242	20.75
Dutch and Flemish	5,977	175,406	29.35	7,079	310,579	43.87
English	13,961	640,177	45.85	23,580	1,615,505	68.51
Finnish	8,752	178,976	20.45	5,014	112,018	22.34
French	6,511	291,781	44.81	10,633	664,898	62.53
German	53,421	1,932,280	36.17	59,327	3,056,518	51.52
Greek	12,807	239,675	18.71	10,769	286,744	26.63
Hebrew	60,824	595,593	9.79	84,910	1,331,276	15.68
Irish	24,356	579,514	23.79	26,185	759,477	29.00
Italian (north)	35,819	813,077	22.70	35,687	964,224	27.02
Italian (south)	173,657	1,786,601	10.29	140,225	1,593,438	11.36
Lithuanian	12,258	113,530	9.26	9,174	93,018	10.14
Magyar	23,559	302,515	12.84	20,628	336,475	16.31
Polish	64,598	611,219	9.46	50,313	605,950	12.04
Portuguese	3,531	44,190	12.51	665	23,772	35.75
Roumanian	1,506	20,895	13.87	1,906	33,093	17.36
Russian	1,628	30,314	18.62	2,620	104,217	39.78
Ruthenian (Russniak)	8,070	78,058	9.67	8,546	81,663	9.56
Scandinavian (Norwegians, Danes, and Swedes)	49,683	1,058,797	21.31	38,274	972,640	25.41
Scotch	4,613	202,193	43.83	8,727	423,677	48.55
Slovak	27,205	324,169	11.92	22,425	343,056	15.30
Spanish	1,508	54,713	36.28	2,322	125,681	54.13
Syrian	4,566	94,877	20.78	3,224	131,223	40.70
Turkish	381	8,670	22.76	1,279	56,680	44.32
Welsh	990	45,602	46.06	1,481	78,957	53.31
All other peoples	1,986	81,120	40.85	6,038	324,897	53.81
Grand total	631,885	10,794,428	17.08	608,922	15,036,340	24.69

Money brought by alien steerage passengers landed at the port of New York—Continued.

Race or people.	1904-5.			1905-6.		
	Arrivals.	Money brought.	Per capita.	Arrivals.	Money brought.	Per capita.
Armenian	1,117	$33,582	$30.06	1,446	$55,187	$38.17
Bohemian and Moravian	8,320	253,318	30.45	9,066	263,095	29.02
Bulgarian, Servian, and Montenegrin	3,657	67,551	18.47	8,603	145,843	16.95
Croatian and Slovenian	22,851	377,997	16.54	29,576	398,443	13.47
Dalmatian, Bosnian, and Herzegovinian	2,354	48,962	20.80	4,290	77,043	17.96
Dutch and Flemish	7,323	396,411	54.13	8,595	387,405	45.07
English	29,259	1,790,889	61.21	27,221	1,586,734	58.29
Finnish	9,454	204,062	21.58	6,924	142,713	20.61
French	9,790	755,304	77.15	9,061	633,805	69.95
German	66,798	3,095,185	46.34	71,916	3,021,974	42.02
Greek	10,179	267,553	26.28	20,264	459,620	22.68
Hebrew	104,447	1,491,130	14.28	125,403	1,979,843	15.79
Irish	37,520	1,236,608	27.28	28,772	773,077	26.87
Italian (north)	37,506	1,046,009	27.89	44,373	1,156,519	26.06
Italian (south)	164,371	2,356,970	14.34	221,606	2,963,936	13.38
Lithuanian	15,272	188,328	12.33	11,415	135,771	11.89
Magyar	42,061	630,356	14.99	42,300	574,868	13.59
Polish	82,761	1,094,991	13.23	77,287	872,925	11.29
Portuguese	898	47,755	53.18	3,605	71,828	19.92
Roumanian	4,335	68,680	15.84	7,698	121,012	15.72
Russian	2,808	113,701	40.49	3,431	90,827	26.47
Ruthenian (Russniak)	12,582	156,911	12.47	14,804	164,755	11.13
Scandinavian (Norwegians, Danes, and Swedes)	41,752	1,045,373	25.04	37,944	999,800	26.35
Scotch	11,374	555,063	48.80	12,123	579,908	47.84
Slovak	43,641	672,750	15.42	34,904	476,269	13.65
Spanish	2,483	149,035	60.02	2,849	156,277	54.85
Syrian	3,671	109,026	29.70	4,263	113,008	26.51
Turkish	2,036	48,037	23.59	1,786	47,566	26.63
Welsh	1,944	102,177	52.56	1,919	121,778	63.46
All other peoples	5,676	341,333	60.13	7,099	403,710	56.87
Grand total	788,240	18,532,047	23.51	880,543	18,975,539	21.55

Race or people.	1906-7.		
	Arrivals.	Money brought.	Per capita.
Armenian	2,055	$53,103	$25.84
Bohemian and Moravian	8,732	216,424	24.79
Bulgarian, Servian, and Montenegrin	16,727	268,881	16.08
Croatian and Slovenian	34,478	474,099	13.75
Dalmatian, Bosnian, and Herzegovinian	6,954	127,657	18.36
Dutch and Flemish	10,963	379,554	34.62
English	29,182	1,480,218	50.72
Finnish	7,477	144,884	19.38
French	8,328	527,912	63.39
German	74,485	2,747,731	36.89
Greek	41,951	843,005	20.09
Hebrew	120,667	1,617,383	13.40
Irish	26,445	625,351	23.65
Italian (North)	49,214	1,149,637	23.36
Italian (South)	221,913	2,819,817	12.71
Lithuanian	19,977	207,199	10.37
Magyar	58,011	980,180	16.90
Polish	113,360	1,279,303	11.29
Portuguese	2,563	58,427	22.79
Roumanian	14,365	197,470	13.75
Russian	9,738	153,550	15.77
Ruthenian (Russniak)	21,211	237,493	11.21
Scandinavian (Norwegians, Danes, and Swedes)	34,778	699,989	20.13
Scotch	13,764	593,340	43.11
Slovak	38,229	527,289	13.79
Spanish	3,885	203,712	52.44
Syrian	3,713	92,062	24.79
Turkish	1,620	32,765	20.23
Welsh	2,067	88,437	42.79
All other peoples	7,904	385,114	48.72
Grand total	1,004,756	19,212,286	19.12

Comparison of arrivals and deportations.

Month.	Fiscal year 1897-98.			Fiscal year 1898-99.		
	Total arrivals.	Deportations.		Total arrivals.	Deportations.	
		Number.	Per cent.		Number.	Per cent.
July	11,340	98	0.86	13,056	308	2.36
August	10,357	96	.93	12,621	279	2.21
September	14,600	111	.76	18,669	231	1.24
October	15,522	97	.62	19,668	293	1.49
November	12,174	121	.99	18,196	206	1.13
December	10,882	231	2.12	14,819	329	2.22
January	7,570	162	2.14	8,611	162	1.88
February	9,655	149	1.54	11,628	189	1.63
March	20,741	405	1.95	24,718	298	1.21
April	28,302	616	2.18	32.803	344	1.05
May	25,425	524	2.06	42,968	480	1.12
June	12,180	221	1.81	29,097	314	1.08
Total	178,748	2,831	1.58	246,854	3,433	1.39

Month	Fiscal year 1899-1900.			Fiscal year 1900-1901.		
	Total arrivals.	Deportations.		Total arrivals.	Deportations.	
		Number.	Per cent.		Number.	Per cent.
July	17,543	184	1.05	30,631	180	0.59
August	18,676	197	1.05	27,454	140	.51
September	21,469	309	1.44	26,093	140	.54
October	28,794	355	1.23	29,370	141	.48
November	26,460	439	1.66	23,960	168	.70
December	20,704	361	1.74	22,131	201	.91
January	12,612	186	1.47	13,688	127	.93
February	17,675	326	1.84	21,947	175	.80
March	39,948	304	.76	34,918	363	1.04
April	46,229	207	.45	54,216	411	.76
May	53,777	325	.60	67,038	614	.92
June	41,819	358	.86	42,170	394	.93
Total	345,706	3,551	1.03	393,616	3,054	.78

Month.	Fiscal year 1901-2.			Fiscal year 1902-3.		
	Total arrivals.	Deportations.		Total arrivals.	Deportations.	
		Number.	Per cent.		Number.	Per cent.
July	27,639	248	0.89	34,531	354	1.03
August	24,413	250	1.02	32,405	430	1.33
September	31,817	265	.83	42,543	423	.99
October	30,291	273	.90	44,983	354	.79
November	34,594	265	.77	41,136	384	.93
December	29,685	256	.86	36,619	906	2.47
January	18,395	163	.89	21,940	470	2.14
February	29,747	169	.57	31,683	367	1.16
March	57,666	399	.69	65,372	373	.57
April	74,525	449	.60	92,778	891	.96
May	82,962	1,035	1.25	93,785	997	1.06
June	56,057	822	1.47	67,566	890	1.32
Total	497,791	4,594	.92	605,341	6,839	1.13

Month.	Fiscal year 1903-4.			Fiscal year 1904-5.		
	Total arrivals.	Deportations.		Total arrivals.	Deportations.	
		Number.	Per cent.		Number.	Per cent.
July	49,214	857	1.74	45,487	597	1.31
August	49,894	482	.97	46,470	370	.80
September	57,758	354	.61	54,793	400	.73
October	60,482	382	.63	57,395	331	.58
November	53,277	275	.52	55,861	384	.69
December	34,237	188	.55	49,939	613	1.23
January	23,129	148	.64	46,231	1,321	2.86
February	28,067	134	.48	53,176	640	1.20
March	65,316	316	.48	105,115	422	.40
April	73,177	705	.96	112,178	435	.39
May	79,700	425	.53	104,929	723	.69
June	59,560	657	1.18	89,554	974	1.09
Total	633,811	4,923	.78	821,128	7,210	.88

Comparison of arrivals and deportations—Continued.

Month.	Fiscal year 1905-6.			Fiscal year 1906-7.		
	Total arrivals.	Deportations.		Total arrivals.	Deportations.	
		Number.	Per cent.		Number.	Per cent.
July	61,509	1,061	1.72	71,108	747	1.05
August	52,028	913	1.75	69,072	809	1.17
September	63,055	279	.44	84,176	555	.66
October	69,068	198	.29	88,599	685	.77
November	50,085	331	.66	81,151	459	.57
December	52,082	274	.53	73,692	593	.80
January	43,064	222	.52	39,932	269	.67
February	57,045	256	.45	56,437	249	.44
March	115,440	378	.33	124,963	516	.41
April	131,631	1,268	.96	134,042	452	.34
May	133,994	1,685	1.26	165,527	508	.31
June	106,859	1,021	.96	135,245	810	.60
Total	935,860	7,886	.84	1,123,844	6,652	.59

Comparison of deportations arranged by months, port of New York.

FISCAL YEAR 1897-98.

	Total immigration.	Public charges.	Contract laborers.	D. C. and L. C. diseases.	Insane.	Convicts.	Total.	Per cent.	Landed cases 1 year.
July	11,340	46	25	16	2	.....	89	0.87	9
August	10,357	50	16	19	1	.....	86	.82	10
September	14,600	50	39	8	.....	.....	97	.66	14
October	15,522	42	22	14	2	.....	80	.52	17
November	12,174	80	11	15	2	.....	108	.88	13
December	10,882	187	22	15	1	.....	225	2.06	6
January	7,570	102	37	10	.....	1	150	1.98	12
February	9,655	90	28	15	.....	1	134	1.38	15
March	20,741	294	58	33	.....	.....	385	1.37	20
April	28,302	492	53	61	4	.....	610	2.15	6
May	25,425	431	45	35	1	.....	512	2.01	12
June	12,180	179	21	9	.....	1	210	1.72	11
Total	178,748	2,043	377	250	13	3	2,686	1.50	145

FISCAL YEAR 1898-99.

July	13,056	214	50	14	3	.....	281	2.15	27
August	12,621	226	20	22	1	2	271	2.15	8
September	18,669	187	20	13	1	.....	221	1.17	10
October	19,668	227	40	6	2	1	276	1.40	17
November	18,196	160	36	5	.....	.....	201	1.10	5
December	14,819	260	54	1	1	.....	316	2.13	13
January	8,611	118	33	5	.....	.....	156	1.81	6
February	11,628	124	46	10	1	.....	181	1.55	8
March	24,718	177	80	30	1	.....	288	1.16	10
April	32,803	209	75	39	2	.....	325	.99	19
May	42,968	295	99	53	4	.....	451	1.04	29
June	29,097	183	82	30	2	.....	297	1.02	17
Total	246,854	2,380	635	228	18	3	3,264	1.32	169

FISCAL YEAR 1899-1900.

July	17,543	89	30	33	4	.....	156	0.88	28
August	18,676	130	44	23	3	.....	200	1.07	17
September	21,469	213	42	40	1	.....	296	1.37	13
October	28,794	283	30	30	2	.....	345	1.19	10
November	26,460	352	53	25	.....	.....	430	1.62	9
December	20,704	259	47	33	.....	.....	339	1.63	22
January	12,612	146	26	6	.....	.....	178	1.41	8
February	17,675	252	51	5	2	1	311	1.76	15
March	39,948	223	55	13	3	.....	294	.73	10
April	46,229	144	16	26	4	1	191	.41	16
May	53,777	237	39	33	1	.....	310	.57	15
June	41,819	283	28	23	.....	2	336	.80	22
Total	345,706	2,611	461	290	20	4	3,386	.98	185

Comparison of deportations arranged by months, port of New York—Continued.

FISCAL YEAR 1900-1901.

	Total immigration.	Public charges.	Contract laborers.	D. C. and L. C. diseases.	Insane.	Convicts.	Total.	Per cent.	Landed cases 1 year.
July	30,631	157	1	4	1	.....	163	0.53	17
August	27,454	98	8	6	2	.....	114	.41	26
September	26,093	86	4	14	1	.....	105	.40	35
October	29,370	92	15	5	1	1	114	.38	27
November	23,690	129	3	5	1	.....	138	.57	30
December	22,131	152	6	10	2	.....	170	.76	31
January	13,688	104	8	8	.....	.....	120	.88	7
February	21,947	136	6	13	.....	.....	155	.71	20
March	34,918	288	38	16	1	.....	343	.98	20
April	54,216	341	9	42	1	.....	393	.72	18
May	67,038	509	22	60	1	.....	592	.88	22
June	42,170	302	10	49	.....	.....	361	.86	33
Total	393,616	2,394	130	232	11	1	2,768	.70	286

FISCAL YEAR 1901-2.

July	27,639	170	9	37	2	.....	218	0.79	30
August	24,414	143	9	50	1	.....	203	.83	47
September	31,817	156	24	33	.....	1	214	.67	51
October	30,291	171	21	49	1	.....	242	.80	31
November	34,594	153	17	62	1	.....	233	.67	32
December	29,685	175	22	37	1	.....	235	.79	21
January	18,395	83	10	30	1	.....	124	.67	39
February	29,747	97	13	28	3	.....	141	.47	28
March	57,666	285	3	76	4	1	369	.64	30
April	74,525	345	10	64	2	2	423	.57	26
May	82,962	921	31	58	2	2	1,014	1.22	21
June	56,057	723	25	36	2	1	787	1.40	35
Total	497,792	2,422	194	560	20	7	4,203	.84	391

FISCAL YEAR 1902-3.

July	34,531	215	26	68	.....	1	310	0.90	44
August	32,405	251	39	90	2	3	385	1.19	45
September	42,543	239	37	109	1	4	390	.92	33
October	44,983	249	18	55	1	5	328	.73	26
November	41,136	262	18	69	3	1	353	.86	31
December	36,619	809	44	28	2	1	884	2.41	22
January	24,935	403	10	18	.....	.....	431	1.73	39
February	34,635	247	55	11	1	12	326	.94	41
March	71,984	230	67	39	1	3	340	.47	33
April	101,572	644	165	46	1	4	860	.85	31
May	104,158	708	201	47	3	8	967	.93	30
June	76,289	476	199	178	4	8	865	1.13	25
Total	645,790	4,733	879	758	19	50	6,439	1.00	400

FISCAL YEAR 1903-4.

	Alien arrivals.	Public charges.	Contract laborers.	D. C. and L. C. diseases.	Insane.	Idiots.	Epileptics.	Convicts.	Section 11.	Total.	Per cent.	Landed cases.
July	49,214	477	167	198	1	.....	.....	2	.....	845	1.72	57
August	49,894	325	80	80	.....	1	.....	6	.....	492	.99	62
September	57,758	228	86	38	2	.....	.....	.....	.....	354	.61	22
October	60,482	190	124	65	1	.....	.....	2	.....	382	.63	34
November	53,277	172	56	43	1	.....	.....	3	.....	275	.52	38
December	34,237	104	44	38	2	.....	.....	.....	.....	188	.55	44
January	23,129	82	8	55	.....	.....	1	2	.....	148	.64	36
February	28,067	80	15	36	1	.....	.....	2	.....	134	.48	28
March	65,316	183	39	63	3	4	.....	11	3	306	.47	56
April	73,177	323	257	111	5	2	.....	4	3	705	.96	45
May	79,700	302	56	64	2	.....	1	.....	.....	425	.53	56
June	59,560	566	39	45	3	2	.....	1	1	657	1.10	65
Total	633,811	3,032	971	836	21	9	2	33	7	4,911	.77	543

Comparison of deportations arranged by months, port of New York—Continued.

FISCAL YEAR 1904-5.

	Alien arrivals.	Public charges.	Contract laborers.	D. C. and L. C. diseases.	Insane.	Idiots.	Epileptics.	Convicts.	Polygamists.	Prostitutes and procurers.	Section 11.	Total.	Per cent.	Landed cases.
July	45,487	471	64	56	1	2	....	....	....	.....	3	597	1.31	48
August	46,470	281	37	46	3	....	....	....	1	.....	2	370	.80	42
September	54,793	331	21	36	1	5	1	....	....	.....	5	400	.73	46
October	57,395	239	29	52	6	2	1	....	....	.....	2	331	.58	55
November	55,861	200	104	69	3	3	....	....	....	.....	5	384	.69	39
December	49,939	431	96	76	1	1	1	....	....	.....	7	613	1.23	39
January	46,231	1,214	41	52	4	2	2	....	....	.....	6	1,321	2.86	33
February	53,176	534	48	52	4	....	1	....	....	.....	1	640	1.20	34
March	105,115	291	73	49	4	1	....	2	....	1	1	422	.40	66
April	112,178	316	51	46	9	1	3	2	....	6	1	435	.39	63
May	104,929	598	36	58	8	....	3	16	....	1	3	723	.69	48
June	89,554	830	27	86	7	2	1	14	....	2	5	974	1.12	52
Total	821,128	5,736	627	678	51	19	13	34	1	10	41	7,210	.88	565

FISCAL YEAR 1905-6.

	Total immigration.	Public charges.	Contract laborers.	D. C. and L. C. diseases.	Insane.	Idiots.	Epileptics.	Convicts.	Prostitutes.	Polygamists.	Section 11.	Total.	Per cent.	Landed cases.
July	61,509	849	10	182	2	1	1	9	1	....	6	1,061	1.73	55
August	52,028	725	21	135	1	7	....	3	1	....	20	913	1.75	33
September	63,055	205	9	38	10	6	1	4	1	....	5	279	.44	42
October	69,068	144	3	32	5	4	1	2	....	....	7	198	.29	35
November	50,085	239	29	34	4	2	....	1	....	....	22	331	.66	50
December	52,082	199	15	25	11	7	....	1	....	....	16	274	.53	25
January	43,064	150	12	41	4	4	1	2	....	....	8	222	.52	52
February	57,045	133	38	59	5	4	1	8	1	....	7	256	.45	24
March	115,440	250	24	54	11	2	1	20	....	....	16	378	.33	52
April	131,631	585	481	71	21	5	1	52	....	....	52	1,268	.96	40
May	133,994	484	977	114	20	3	1	50	....	....	36	1,685	1.26	41
June	106,859	653	106	148	14	5	3	48	4	1	39	1,021	.96	47
Total	935,860	4,616	1,725	933	108	50	11	200	8	1	234	7,886	.84	496

FISCAL YEAR 1906-7.

July	71,108	500	9	162	12	3	2	38	....	....	21	747	1.05	53
August	69,072	437	12	379	21	3	1	29	1	....	26	909	1.32	47
September	84,176	351	11	145	8	3	2	28	1	....	6	555	.66	61
October	88,599	478	17	123	18	4	....	21	1	....	23	685	.77	62
November	81,151	297	27	105	9	3	1	12	....	....	5	459	.57	46
December	73,692	452	15	93	6	2	2	19	....	....	4	593	.80	56
January	39,932	181	4	60	6	1	3	9	....	....	5	269	.67	55
February	56,437	131	6	82	7	1	....	21	....	1	.....	249	.44	34
March	124,963	281	44	108	9	....	4	67	....	....	3	516	.41	90
April	134,042	293	47	60	12	1	....	35	1	....	3	452	.34	40
May	165,527	326	56	65	20	....	2	34	1	1	3	508	.31	79
June	135,143	335	367	74	20	3	2	6	....	....	3	810	.60	33
Total	1,123,842	4,062	615	1,456	148	24	19	319	5	2	102	6,752	.60	656

Disposition of L. P. C. cases, certified.

	Fiscal year 1902-3.				Fiscal year 1903-4.				Fiscal year 1904-5.			
	Total L. P. C. certified.	Admitted.	Deported.	Per cent.	Total L. P. C. certified.	Admitted.	Deported.	Per cent.	Total L. P. C. certified.	Admitted.	Deported.	Per cent.
July	242	214	28	11.57	300	224	76	25.33	463	391	72	15.55
August	300	254	46	15.33	434	361	73	16.82	539	479	60	11.13
September	292	246	46	15.75	485	430	55	11.34	635	587	48	7.56
October	300	267	33	11.00	393	363	30	7.63	580	541	39	6.72
November	268	230	38	14.19	373	327	46	12.33	435	393	42	9.65
December	265	203	62	23.40	218	202	16	7.34	371	323	48	12.94
January	120	89	31	25.83	196	183	13	6.63	311	226	85	27.33
February	137	101	36	26.28	279	260	19	6.81	289	219	70	24.22
March	221	180	41	18.56	298	248	50	16.78	496	370	126	25.40
April	269	230	39	14.50	267	218	49	18.35	392	270	122	31.12
May	380	318	62	16.32	285	249	36	12.64	477	285	192	40.25
June	409	359	50	12.22	418	345	73	17.46	708	440	268	37.85
Total	3,203	2,691	512	15.99	3,946	3,410	536	13.58	5,696	4,224	1,172	20.58

	Fiscal year 1905-6.				Fiscal year 1906-7.			
	Total L. P. C. certified.	Admitted.	Deported.	Per cent.	Total L. P. C. certified.	Admitted.	Deported.	Per cent.
July	774	453	321	41.47	611	408	203	33.22
August	568	259	309	52.64	651	483	168	25.81
September	432	341	91	21.06	744	571	173	23.25
October	386	335	51	13.21	623	410	213	34.19
November	366	312	54	14.75	623	462	161	25.84
December	396	300	96	24.24	560	364	196	35.00
January	364	273	91	25.73	324	249	75	23.15
February	364	294	70	19.23	313	239	74	23.64
March	520	395	125	24.04	554	376	178	32.13
April	620	425	195	31.45	486	330	156	32.10
May	878	714	164	18.68	674	459	175	25.96
June	817	505	312	38.19	578	389	161	27.86
Total	6,485	4,606	1,879	28.97	6,741	4,740	1,933	28.68

Comparison of occupation of immigrants arriving at the port of New York.

Fiscal year ending—	Total professional.	Total skilled.	Laborers.	Farm laborers.	Other miscellaneous occupations.	No occupation, including women and children.	Total.
June 30, 1903	5,259	94,022	241,348	61,947	86,275	143,034	631,885
June 30, 1904	10,128	112,865	153,608	66,369	100,862	165,090	608,922
June 30, 1905	9,859	134,395	210,419	121,437	134,038	178,092	788,240
June 30, 1906	10,734	137,900	188,346	188,158	126,688	228,603	a 880,429
June 30, 1907	9,756	143,175	236,122	248,549	128,857	238,297	1,004,756

a 114 Alien arrivals, "Tourists" by occupation, not included in this total.

Comparison of destination given by immigrants arriving at the port of New York for the fiscal year ending June 30, 1903–1907.

	1903.	1904.	1905.	1906.	1907.
NEW ENGLAND STATES.					
Maine	818	750	1,281	1,168	1,642
New Hampshire	1,070	1,065	1,847	2,202	3,900
Vermont	1,249	1,225	1,762	1,831	2,012
Massachusetts	32,873	25,311	35,850	39,509	48,091
Rhode Island	6,100	4,333	5,228	6,022	6,159
Connecticut	20,635	17,306	24,878	26,737	33,027
Total	62,745	49,990	70,846	77,469	94,831
MIDDLE ATLANTIC STATES.					
New York	236,779	250,918	288,989	353,792	364,544
New Jersey	37,071	40,439	55,200	56,641	68,627
Pennsylvania	131,461	108,065	165,948	162,309	187,618
Delaware	911	865	927	1,230	1,373
Maryland	1,445	2,301	3,323	4,107	4,522
District of Columbia	497	1,026	1,809	1,697	1,311
Total	408,164	403,614	516,196	579,776	627,995
SOUTH ATLANTIC STATES.					
Virginia	638	767	1,134	1,404	1,816
West Virginia	3,952	4,184	7,168	6,577	8,727
North Carolina	70	84	135	209	309
South Carolina	56	82	280	203	327
Georgia	280	360	404	554	601
Florida	499	849	817	1,025	1,177
Total	5,495	6,326	9,938	9,972	12,957
MIDDLE WESTERN STATES.					
Michigan	12,901	9,981	14,256	17,210	19,638
Wisconsin	9,672	8,837	10,726	12,501	15,878
Ohio	25,719	23,167	37,696	37,415	51,050
Indiana	2,996	3,207	5,215	6,377	8,743
Illinois	43,567	39,870	53,498	65,494	79,136
Kentucky	301	412	521	561	576
Tennessee	384	515	658	864	646
Minnesota	12,124	8,805	9,446	9,915	10,860
Iowa	5,258	4,699	4,328	4,218	4,359
Missouri	4,445	10,312	13,811	13,796	15,286
Arkansas	185	316	336	313	394
North Dakota	3,242	2,839	3,020	3,461	2,817
South Dakota	2,577	1,936	1,993	1,901	1,785
Nebraska	2,670	2,825	2,697	3,425	4,279
Kansas	1,391	2,402	2,520	2,203	2,552
Indian Territory	209	370	380	287	301
Oklahoma	183	161	154	140	139
Total	127,824	120,654	161,255	180,081	218,439
GULF STATES.					
Alabama	508	714	552	995	1,436
Mississippi	155	405	1,066	971	722
Louisiana	1,499	1,202	1,816	1,435	1,227
Texas	1,070	990	1,233	1,018	1,058
Total	3,232	3,311	4,667	4,419	4,443
WESTERN STATES.					
Montana	1,474	1,381	1,718	1,786	2,581
Wyoming	660	580	781	948	1,113
Colorado	3,864	3,086	3,756	4,329	5,899
New Mexico	179	304	279	343	534
Idaho	409	316	437	511	839
Utah	772	919	900	1,520	2,492
Nevada	536	623	614	729	1,003
Arizona	304	391	438	705	1,298
Total	8,198	7,600	8,923	10,871	15,759
PACIFIC STATES.					
Washington	2,969	2,796	2,680	3,158	5,141
Oregon	1,201	1,171	1,190	1,553	2,300
California	11,939	12,879	11,739	12,488	22,673
Alaska	59	79	90	83	73
Total	16,198	16,925	15,699	17,282	30,187
INSULAR POSSESSIONS.					
Philippine Islands	.....	4	6	8	11
Porto Rico	15	41	66	77	84
Hawaii	14	73	57	81	50
Total	29	118	129	166	145

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 221.

LIST OF NATIONAL BANKS WHICH WERE AWARDED PANAMA CANAL BONDS, ETC.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING,

IN RESPONSE TO SENATE RESOLUTION NO. 65, A STATEMENT GIVING THE NAME OF EACH NATIONAL BANK TO WHICH WAS AWARDED PANAMA CANAL BONDS, THE AMOUNT AWARDED, ETC.

FEBRUARY 4, 1908.—Referred to the Committee on Finance and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, February 3, 1908.

SIR: I have the honor to acknowledge the receipt of Senate resolution dated January 15, 1908, as follows:

Resolved, That the Secretary of the Treasury be, and he is hereby, directed to inform the Senate the amount of circulating notes issued by each national bank to which was awarded Panama bonds under the Treasury circular of November eighteenth, nineteen hundred and seven, and which said notes were issued in consequence of the award of said bonds.

In response to the resolution of the Senate, I have the honor to transmit, in accordance with the direction of the President, a statement giving the name of each national bank to which was awarded Panama Canal bonds, the amount awarded, the price paid, and, in a separate column, the amount of circulating notes issued to each of such banks based upon the Panama bonds awarded. The total amount of such circulation issued directly to banks awarded bonds was $11,251,330; but the Treasurer's report of United States bonds held in trust for national banks for the week ending February 1, 1908, shows an increase in the amount of Panama bonds held for circulation since the recent issue of such bonds began of $14,818,420, which indicates that there was a further amount of $3,567,080 of circulation issued to national banks that purchased Panama bonds from the banks which received allotments.

Respectfully, yours, GEO. B. CORTELYOU,
Secretary.

The PRESIDENT OF THE SENATE.

List of national banks which were awarded Panama Canal bonds, with amount of circulating notes issued to each.

Bank.	Amount awarded.	Price.	Circulation issued.
First National Bank, Aberdeen, Miss	$70,000	102.50	.....
Citizens' National Bank, Adams N. Y	56,000	103.50	$6,000
First National Bank, Akron, Ohio	100,000	103	100,000
First National Bank, Alachua, Fla	25,000	102.50	6,250
New York State National Bank, Albany, N. Y	250,000	102.625	250,000
Second National Bank, Allentown, Pa	65,000	102.75	.....
First National Bank, Almena, Kans	25,000	102.25	25,000
First National Bank, Alpine, Tex	5,000	103.50	5,000
Citizens' National Bank, Alton, Ill	10,000	103.125	.....
Do	10,000	103.25	.....
Do	10,000	103	.....
Do	10,000	102.875	.....
Do	10,000	102.625	.....
First National Bank, Altoona, Pa	35,000	103.50	35,000
First National Bank, Ashley, Pa	10,000	102.50	10,000
First National Bank, Aspinwall, Pa	1,000	102.46	1,000
Lowry National Bank, Atlanta, Ga	300,000	104.01	300,000
Fourth National Bank, Atlanta, Ga	20,000	103.125	.....
Do	50,000	103	.....
Do	50,000	102.625	.....
Do	50,000	102.50	.....
Atlantic Highlands National Bank, Atlantic Highlands, N. J	50,000	103	5,000
Citizens' National Bank, Baltimore, Md	100,000	103	100,000
Third National Bank, Baltimore, Md	50,000	103.50	50,000
Do	50,000	103	50,000
Do	40,000	102.875	9,000
Do	50,000	102.50	.....
Bartlesville National Bank, Bartlesville, Okla	16,500	103	16,500
First National Bank, Beaver Falls, Pa	25,000	103.0625	25,000
First National Bank, Belle Plaine, Iowa	10,000	102.75	10,000
Bellingham National Bank, Bellingham, Wash	50,000	103.25	50,000
Berlin National Bank, Berlin, N. H	10,000	104	.....
Do	10,000	103.90	.....
Do	10,000	103.80	.....
Do	10,000	103.70	.....
Do	10,000	103.60	.....
Do	10,000	103.50	.....
Do	10,000	103.40	.....
Do	10,000	103.30	.....
Do	10,000	103.20	.....
Do	10,000	103.10	48,000
First National Bank, Barnesville, Ga	1,000	103	.....
Do	2,000	102.625	.....
Berwick National Bank, Berwick, Pa	25,000	103.13	.....
Blairesville, National Bank, Blairesville, Pa	25,000	103	25,000
Bloomington National Bank, Bloomington, Ind	10,000	103	10,000
Do	25,000	103.50	10,000
Second National Bank, Boston, Mass	400,000	102.125	400,000
State National Bank, Boston, Mass	50,000	102.125	50,000
Farmers' National Bank, Bryan, Ohio	60,000	103.75	.....
First National Bank, Burlingame, Kans	7,500	103.50	7,500
First National Bank, Byers, Tex	6,260	103	.....
First National Bank, Cambridge, Nebr	18,500	105	18,500
First National Bank, Camden, Tenn	7,000	104	7,000
First National Bank, Canal Dover, Ohio	56,000	103.125	.....
First National Bank, Canton, Miss	25,000	102.75	.....
First National Bank, Carlyle, Ill	10,000	103.125	.....
Do	10,000	103.25	.....
Do	10,000	103	.....
Do	10,000	102.875	.....
Do	10,000	102.625	.....
National Bank, Catasauqua, Pa	83,000	102.625	83,000
Charleston National Bank, Charleston, W. Va	50,000	104	.....
Do	25,000	104.50	.....
Merchants and Farmers' National Bank, Charlotte, N. C	1,000	104.27	.....
Do	1,000	103.77	.....
Do	100,000	103.27	.....
Do	10,000	103.07	.....
Hamilton National Bank, Chattanooga, Tenn	20,000	103.60	.....
First National Bank, Chelsea, Iowa	6,260	104	6,260
Do	6,260	103.25	6,260
Do	6,260	102.75	6,260
Second National Bank, Chestertown, Md	67,000	103	7,000
Citizens' National Bank, Cheyenne, Wyo	25,000	102.75	25,000
City National Bank, Childress, Tex	37,500	103	27,500
National Bank, Chilhowie, Va	6,260	103	6,260
Farmers' National Bank, Clay, Ky	10,000	103.50	10,000
First National Bank, Cleveland, Ohio	200,000	103	170,000
First National Bank, Cobleskill, N. Y	50,000	104	50,000
First National Bank, Colfax, Iowa	5,000	102.50	5,000
Exchange National Bank, Colorado Springs, Colo	50,000	102.125	50,000
Colton National Bank, Colton, Cal	20,000	102.875	20,000

List of national banks which were awarded Panama Canal bonds, with amount of circulating notes issued to each—Continued.

Bank.	Amount awarded.	Price.	Circulation issued.
Maury National Bank, Columbia, Tenn	$15,000	103.75	$15,000
Do	15,000	103.50	15,000
Palmetto National Bank, Columbia, S. C	200,000	102.50	.....
First National Bank, Conshohocken, Pa	25,000	103	25,000
Okey-Vernon National Bank, Corning, Iowa	5,500	103.50	5,500
Do	32,000	102.25	32,000
First National Bank, Corning, N. Y	60,000	103	60,000
City National Bank, Corpus Christi, Tex	25,000	103	.....
Benton County National Bank, Corvallis, Oreg	25,000	104	25,000
Commercial National Bank, Coshocton, Ohio	8,900	103.50	.....
Commercial National Bank, Council Bluffs, Iowa	50,000	102.50	50,000
First National Bank, Covington, Ga	2,000	102.625	2,000
First National Bank, Cranbury, N. J	50,000	102.625	.....
Culpeper National Bank, Culpeper, Va	26,000	103.75	.....
Do	15,000	103.50	.....
Do	10,000	103.25	.....
Do	5,000	103	.....
Windham County National Bank, Danielson, Conn	56,000	102.816	.....
Danielsville National Bank, Danielsville, Pa	15,260	103	15,260
First National Bank, Danville, Va	1,000	105	.....
Do	1,000	104	.....
Do	98,000	103.01	.....
American National Bank, Dayton, Tenn	8,000	102.50	8,000
First National Bank, De Kalb, Ill	12,500	103	12,500
United States National Bank, Denver, Colo	50,000	102.25	.....
National Bank of Commerce, Detroit, Mich	100,000	102.50	100,000
First National Bank, Dewey, Okla	16,760	103	16,760
First National Bank, Dickinson, N. Dak	37,500	102.125	37,500
First National Bank, Dodgeville, Wis	20,000	103	.....
Dothan National Bank, Dothan, Ala	100,000	104	20,000
Merchants' National Bank, Dunkirk, N. Y	25,000	102.125	.....
First National Bank, Dustin, Okla	5,000	103	.....
Citizens' National Bank, East Mauch Chunk, Pa	15,000	103	15,000
City National Bank, East St. Louis, Ill	50,000	102.125	.....
First National Bank, Edmond, Okla	5,000	103	5,000
First National Bank, Edwardsville, Ill	10,000	102.125	.....
Do	10,000	102.25	.....
Do	10,000	102.375	.....
Do	10,000	102.625	.....
Do	10,000	103	.....
First National Bank, Edwardsville, Pa	37,500	102.75	37,500
Citizens' National Bank, El Dorado, Ark	10,000	102.50	10,000
Do	10,000	103	10,000
Emaus National Bank, Emaus, Pa	10,000	102.875	.....
Citizens' National Bank, Emporia, Kans	50,000	103.75	.....
First National Bank, Enosburg Falls, Vt	10,000	103.50	10,000
Second National Bank, Erie, Pa	100,000	103	100,000
First National Bank, Eutaw, Ala	50,000	104	.....
Do	50,000	103.75	.....
First National Bank, Fairbanks, Alaska	56,000	102.50	.....
Jefferson County State Bank, Fairfield, Iowa, for Fairfield National Bank, Fairfield, Iowa	60,000	102.50	.....
First National Bank, Farmington, Iowa	13,000	104	13,000
Arkansas National Bank, Fayetteville, Ark	25,000	104.50	25,000
Do	25,000	103.50	.....
Do	25,000	103	.....
Buckeye National Bank, Findlay, Ohio	70,000	102.125	70,000
Third National Bank, Fitzgerald, Ga	5,000	103.50	.....
Do	5,000	103	.....
Do	2,500	104	.....
Army National Bank, Fort Leavenworth, Kans	10,000	102.50	10,000
Farmers and Merchants' National Bank, Franklin, Ky	4,000	104	4,000
Do	4,000	104.50	4,000
Do	4,000	103.75	4,000
Do	4,000	103.50	4,000
First National Bank, Frederick, S. Dak	15,000	103	15,000
First National Bank, Fremont, Nebr	40,000	104	.....
First National Bank, Fruita, Colo	8,000	104.25	.....
Do	5,760	103.75	.....
Gainesville National Bank, Gainesville, Fla	10,000	104.20	10,000
Do	25,000	103.75	.....
Do	25,000	103.20	27,240
Do	50,000	102.65	.....
Do	75,000	102.50	.....
Franklin County National Bank, Greenfield, Mass	50,000	103	50,000
Do	50,000	102.50	50,000
Do	50,000	102.25	50,000
Commercial National Bank, Greenville, Tex	50,000	103	.....
First National Bank, Hampton, Nebr	2,500	102.50	2,500
Do	2,500	103	2,500
National Bank, Harper, Kans	3,000	103	3,000
Security National Bank, Harper, Kans	7,000	103	7,000

List of national banks which were awarded Panama Canal bonds, with amount of circulating notes issued to each—Continued.

Bank.	Amount awarded.	Price.	Circulation issued.
First National Bank, Harrison, Ohio	$18,500	103	$18,500
Hartford National Bank, Hartford, Kans	7,500	104	7,500
First National Bank, Harvey, N. Dak	15,000	102.125	5,000
Exchange National Bank, Hastings, Nebr	75,000	103	7,500
Citizens' National Bank, Havre de Grace, Md	50,000	103.50	50,000
First National Bank, Henderson, Nebr	10,000	103.50	.....
First National Bank, Holdrege, Nebr	20,000	103	20,000
First National Bank, Hoopeston, Ill	5,000	102.50	5,000
Hope National Bank, Hope, N. Dak	37,500	104	.....
First National Bank, Hoquiam, Wash	37,000	104.125	37,000
First National Bank, Huntingdon, Pa	55,000	103	.....
First National Bank, Huntington, W. Va	25,000	102.50	25,000
Henderson National Bank, Huntsville, Ala	30,000	103	30,000
Atlantic National Bank, Jacksonville, Fla	100,000	102.50	.....
Florida National Bank, Jacksonville, Fla	10,000	104.10	.....
Do	100,000	103.20	66,000
Do	200,000	102.65	.....
National Bank, Jacksonville, Fla	10,000	103.30	.....
Do	100,000	103	.....
Do	100,000	102.75	.....
Do	100,000	102.50	.....
Do	100,000	102.25	41,000
National Bank, Jersey Shore, Pa	56,000	103	.....
First National Bank, Joliet, Ill	56,000	104.10	.....
Conrad National Bank, Kalispell, Mont	75,000	104	.....
First National Bank, Kansas City, Mo	182,500	102.125	182,500
Farmers' National Bank, Kingman, Kans	10,000	103.10	10,000
Do	8,760	102.75	8,760
Lambertville National Bank, Lambertville, N. J	20,000	102.50	.....
Fairfield National Bank, Lancaster, Ohio	20,000	102.50	20,000
Albany County National Bank, Laramie, Wyo	15,000	104	15,000
Northern National Bank, Lancaster, Pa	20,000	102.25	.....
Do	20,000	102.50	.....
Do	20,000	102.75	.....
Do	20,000	103	.....
Moffet Bros. National Bank, Larned, Kans	20,000	103	20,000
La Salle National Bank, La Salle, Ill	25,000	104	.....
Do	25,000	103.25	.....
Lehigh National Bank, Lehigh, Okla	6,000	103	6,000
First National Bank, Lerna, Ill	3,000	102.25	3,000
First National Bank, Lewisburg, Tenn	5,000	102.25	5,000
Do	5,000	102.50	5,000
Do	5,000	102.75	5,000
Do	5,000	103.25	5,000
First National Bank, Lewistown, Mont	100,000	104.25	10,000
Third National Bank, Lexington, Ky	100,000	103.625	.....
Old National Bank, Lima, Ohio	15,000	102.50	15,000
Central National Bank, Lincoln, Nebr	25,000	103.50	25,000
First National Bank, Litchville, N. Dak	4,000	102.125	4,000
German-American National Bank, Little Falls, Minn	12,500	102.125	12,500
Do	12,500	102.25	12,500
First National Bank, Lordsburg, N. Mex	18,760	104.0625	16,740
First National Bank, Louisville, Ga	10,000	102.75	10,000
Do	11,000	103.75	11,000
Page Valley National Bank, Luray, Va	5,000	103	5,000
National Exchange Bank, Lynchburg, Va	1,000	103.50	1,000
Do	1,000	103.75	1,000
Do	1,000	104	1,000
Do	200,000	104.01	98,000
Do	1,000	104.50	1,000
Do	500	105	.....
First National Bank, Lyons, Ga	1,000	103	.....
First National Bank, Lyons, Nebr	6,260	102.50	6,260
Lyons National Bank, Lyons, Kans	15,000	103	15,000
American National Bank, McAlester, Okla	1,000	103.25	.....
Do	1,000	103.20	.....
Do	1,000	103.15	.....
Do	1,000	103.10	.....
Do	8,000	103	.....
Do	1,000	104	.....
Do	1,000	103.90	.....
Do	1,000	103.80	.....
Do	1,000	103.75	.....
Do	1,000	103.70	.....
Do	1,000	103.65	.....
Do	1,000	103.60	.....
Do	1,000	103.55	.....
Do	1,000	103.50	.....
Do	1,000	103.45	.....
Do	1,000	103.40	.....
Do	1,000	103.35	.....
Do	1,000	103.30	.....

List of national banks which were awarded Panama Canal Bonds, with amount of circulating notes issued to each—Continued.

Bank.	Amount awarded.	Price.	Circulation issued.
First National Bank, McKeesport, Pa	$25,000	103.27	$17,500
Do	50,000	103.23	.....
Do	50,000	103.18	.....
Do	50,000	103.13	.....
Union National Bank, Mahanoy City, Pa	90,000	103.50	90,000
Grange National Bank, Mansfield, Pa	10,000	104	10,000
Farmers' National Bank, Marietta, Okla	20,000	103.5625	20,000
First National Bank, Marion, Ill	50,000	102.50	50,000
Marion National Bank, Marion, Kans	18,000	105	18,000
First National Bank, Marion, N. C	56,000	102.50	.....
First National Bank, Marshall, Tex	56,000	104.10	40,000
First National Bank, Medford, Oreg	5,000	102.50	5,000
First National Bank, Mena, Ark	25,000	104	.....
First National Bank, Menomonie, Wis	56,000	103.50	5,000
National Bank of Merrill, Merrill, Wis	20,000	103	20,000
Citizens' National Bank, Meyersdale, Pa	56,000	104	35,000
First National Bank, Midland, Pa	15,000	103.25	.....
Do	15,000	103.125	.....
Citizens' National Bank, Milford, Ohio	25,000	103	25,000
Minneapolis National Bank, Minneapolis, Kans	5,000	104	5,000
Do	5,000	103.50	5,000
Do	5,000	103	5,000
Farmers and Merchants' National Bank, Minneota, Minn	7,000	103	7,000
Bank of Mobile National Bank Association, Mobile, Ala	75,000	102.50	7,500
First National Bank of Highland, Monterey, Va	25,000	104	.....
First National Bank, Moore, Mont	12,500	104.25	12,500
Grundy County National Bank, Morris, Ill	20,000	103.26	20,000
First National Bank, Morgan City, La	5,000	103.25	.....
First National Bank, Moscow, Idaho	56,000	103	.....
First National Bank, Moultrie, Ga	18,000	103	18,000
Do	2,000	102.625	2,000
First National Bank, Muskogee, Okla	50,000	102.25	.....
First National Bank, Navasota, Tex	56,000	103	6,000
First National Bank, Newark, N. Y	50,000	103.25	50,000
First National Bank, New Bloomfield, Pa	10,000	103	10,000
Ocean National Bank, Newburyport, Mass	50,000	102.25	50,000
Merchants' National Bank, Newburyport, Mass	50,000	133.01	50,000
Yale National Bank, New Haven, Conn	100,000	100	100,000
Do	100,000	103.125	60,000
Do	100,000	103.25	.....
Farmers' National Bank, New Holland, Pa	12,500	102.50	12,500
National Bank of Commerce of New London, Conn	5,000	102.14	5,000
Do	5,000	102.26	5,000
Do	5,000	102.38	5,000
Do	5,000	102.52	5,000
Do	5,000	102.63	5,000
Do	5,000	102.76	5,000
New London National Bank of New London, Iowa	10,000	103	10,000
Citizens' National Bank, New Philadelphia, Ohio	56,000	103	10,000
First National Bank, New Point, Ind	3,500	103	3,500
American Exchange National Bank, New York, N. Y	10,000	102.377	.....
Do	100,000	102.157	.....
Do	100,000	102.14	.....
Do	100,000	102.127	.....
Chemical National Bank, New York, N. Y	10,000	103	.....
Garfield National Bank, New York, N. Y	100,000	103	.....
Do	100,000	103.50	.....
Do	100,000	104	30,000
Mechanics' National Bank, New York, N. Y	1,000,000	102.13	450,000
National City Bank, New York, N. Y	300,000	102.25	300,000
Do	300,000	102.375	300,000
Do	300,000	102.50	300,000
Do	300,000	102.625	200,000
Do	300,000	102.75	.....
Do	300,000	102.875	.....
Do	500,000	103	.....
Do	300,000	102.125	.....
National Copper Bank of New York, N. Y	200,000	102.25	200,000
Do	200,000	102.50	200,000
Do	200,000	102.75	200,000
Do	200,000	103	200,000
Do	200,000	103.25	200,000
Sherman National Bank of New York, N. Y	70,000	103	70,000
National Bank of Commerce of Norfolk, Va	200,000	103.25	110,000
First National Bank of Northfield, Minn	56,000	103.75	.....
Northfield National Bank of Northfield, Vt	5,000	103	5,000
First National Bank of Northfork, W. Va	56,000	103.125	.....
National Bank of Norwich, Norwich, N. Y	125,000	104	125,000
Nyack National Bank of Nyack, N. Y	75,000	103	75,000
First National Bank of Ocean Park, Cal	20,000	103	20,000
Security National Bank of Oklahoma City, Okla	50,000	102.125	50,000
Western National Bank of Oklahoma City, Okla	100,000	103.10	.....

List of national banks which were awarded Panama Canal bonds, with amount of circulating notes issued to each—Continued.

Bank.	Amount awarded.	Price.	Circulation issued.
First National Bank of Omaha, Nebr	$100,000	103	$10,000
Merchants' National Bank, Omaha, Nebr	50,000	102.17	50,000
Do	50,000	102.41	50,000
Do	50,000	102.76	
Do	30,000	103.03125	30,000
Farmers and Merchants' National Bank, Olney, Va	60,000	106.875	
First National Bank, Page, N. Dak	18,500	104	18,500
Palisades National Bank, Palisades, Colo	15,000	104	15,000
First National Bank, Pender, Nebr	5,000	102.50	5,000
Do	5,000	103	5,000
Citizens' National Bank, Philadelphia, Pa	56,000	103	
Corn Exchange National Bank, Philadelphia, Pa	200,000	103	
Do	200,000	103.50	
Do	100,000	104	
Farmers and Mechanics' National Bank, Philadelphia, Pa	100,000	104.05	100,000
Franklin National Bank, Philadelphia, Pa	100,000	102.25	100,000
Do	200,000	102.50	200,000
Do	150,000	102.75	150,000
National Bank of Commerce, Pittsburg, Kans	100,000	104.50	
Merchants' National Bank, Philadelphia, Pa	100,000	102.40	
Do	100,000	102.50	
Do	100,000	102.625	
Do	100,000	102.75	
Do	100,000	102.875	
Do	100,000	102.95	
Do	100,000	103	
Do	100,000	103.125	
Do	100,000	103.25	
Do	100,000	103.375	
Do	100,000	103.40	
Do	100,000	103.50	
Do	100,000	103.625	
Do	100,000	103.725	
Do	100,000	103.75	
Fourth National Bank, Pittsburg, Pa	50,000	102.50	50,000
First National Bank, Pittston, Pa	100,000	102.50	
Citizens' National Bank, Piqua, Ohio	56,000	102.50	
First National Bank, Plymouth, Pa	35,000	102.875	35,000
First National Bank, Portsmouth, N. H	50,000	103.81	
First National Bank, Prestonsburg, Ky	50,000	104	
First National Bank, Pryor Creek, Okla	5,000	103.125	5,000
National Bank of Pratt, Pratt, Kans	20,000	102.25	18,760
Mercantile National Bank, Pueblo, Colo	20	102.50	
Red Oak National Bank, Red Oak, Iowa	50,000	104.5625	
Do	25,000	103.875	
Do	25,000	103.375	
Citizens' National Bank, Ripley, Ohio	25,000	104.50	
First National Bank, Roanoke, Va	100,000	102.50	100,000
National Bank of Rochester, Rochester, N. Y	300,000	102.25	30,000
Rock Springs National Bank, Rock Springs, Wyo	27,500	105	27,500
Do	56,000	103	27,500
Third National Bank, St. Louis, Mo	200,000	104.261	
Do	150,000	103.759	
Do	150,000	103.247	
National Bank of Commerce, St. Louis, Mo	100,000	105.50	100,000
Do	100,000	105	100,000
Do	250,000	104.50	250,000
Do	250,000	104.02	250,000
Do	250,000	103.48	250,000
Do	250,000	103.01	95,000
Do	250,000	102.73	
Do	250,000	102.48	
Do	250,000	102.25	
National Bank of D. O. Mills & Co., Sacramento, Cal	10,000	103.53	10,000
Do	20,000	103.23	20,000
Do	26,000	103.03	20,000
Farmers' National Bank, Salem, Ohio	56,000	102.50	56,000
First National Bank, San Pedro, Cal	75,000	102.875	25,000
Farmers and Merchants' National Bank, Santa Ana, Cal	30,000	103.75	30,000
First National Bank, Santa Rosa, N. Mex	10,000	103	10,000
Santa Rosa National Bank, Santa Rosa, Cal	112,500	103	112,500
First National Bank, Sault Ste. Marie, Mich	25,000	104	25,000
First National Bank, Saxton, Pa	10,000	103.25	10,000
First National Bank, Sedan, Kans	25,000	102.50	25,000
Selma National Bank, Selma, Ala	25,000	102.25	
Do	25,000	102.50	
First National Bank, Senoia, Ga	2,000	102.625	2,000
First National Bank, Seymour, Iowa	25,000	102.50	25,000
Market Street National Bank, Shamokin, Pa	50,000	103	
Shelburne Falls National Bank, Shelburne Falls, Mass	5,000	104	5,000
Do	5,000	103.65	5,000
National Bank, Sidney, Iowa	10,000	104	10,000

List of national banks which were awarded Panama Canal bonds, with amount of circulating notes issued to each—Continued.

Bank.	Amount awarded.	Price.	Circulation issued.
First National Bank, Sleepy Eye, Minn	$5,000	102.50	$5,000
Slocumb National Bank, Slocumb, Ala	15,000	104	15,000
First National Bank, Somerfield, Pa	8,000	102.50	8,000
Boston National Bank, South Boston, Va	10,000	102.25	10,000
Union Stock Yards National Bank, South Omaha, Nebr	100,000	103	10,000
Traders' National Bank, Spokane, Wash	100,000	103	100,000
Staunton National Bank, Staunton, Va	56,000	102.50	6,000
First National Bank, Stromsburg, Nebr	12,500	103.50	.....
First National Bank, Sunnyside, Wash	25,000	102.50	25,000
Talladega National Bank, Talladega, Ala	10,000	103.50	10,000
Farmers' National Bank, Temple, Okla	10,000	103	10,000
First National Bank, Terre Haute, Ind	50,000	103.375	50,000
First National Bank, Thomasboro, Ill	5,000	103.125	5,000
Do	5,000	102.625	5,000
Do	5,000	102.125	5,000
Commercial National Bank, Tiffin, Ohio	50,000	104	.....
Tiffin National Bank, Tiffin, Ohio	100,000	103.50	.....
Citizens' National Bank, Tipton, Ind	30,000	103	.....
Torrington National Bank, Torrington, Conn	75,000	104	75,000
First National Bank, Trenton, Tenn	7,500	103	7,500
Farmers and Merchants' National Bank, Troy, Ala	4,000	104.55	4,000
Do	4,000	104.05	1,000
Do	3,000	103.55	.....
First National Bank, Tyrone, Pa	60,000	102.75	.....
Do	60,000	102.50	.....
Grange National Bank, Potter County, Ulysses, Pa	2,000	103	2,000
First National Bank of Southern Maryland, Upper Mariboro, Md	5,000	103.75	5,000
Do	2,500	104	2,500
First National Bank, Vicksburg, Miss	100,000	103	10,000
First National Bank, Vincennes, Ind	50,000	103	.....
First National Bank, Wadesboro, N. C	21,000	102.50	.....
First National Bank, Walthill, Nebr	13,000	102.125	13,000
Ware National Bank, Ware, Mass	70,000	103.516	70,000
Western Reserve National Bank, Warren, Ohio	25,000	103	25,000
Union National Bank, Warren, Ohio	20,000	103.75	20,000
National City Bank, Washington, D. C	60,000	102.75	20,000
Riggs National Bank, Washington, D. C	100,000	103	.....
Watertown National Bank, Watertown, N.Y	10,000	105	10,000
Do	46.000	103.50	46,000
First National Bank, Waurika, Okla	18,760	103	18,760
National Exchange Bank, Waukesha, Wis	25,000	103	25,000
First National Bank, West Elizabeth, Pa	10,000	102.50	10,000
First National Bank, Wetmore, Kans	8,000	103	8,000
Whitehall National Bank, Whitehall, Ill	12,500	103	12,500
Kansas National Bank, Wichita, Kans	25,000	102.625	.....
Do	25,000	102.375	.....
ond National Bank, Wilkes Barre, Pa	50,000	103	.....
Wyoming National Bank, Wilkes Barre, Pa	50,000	102.50	50,000
Citizens' National Bank, Wilmington, Ohio	5,000	103.50	5,000
Do	5,000	103	5,000
Southern National Bank, Wilmington, N. C	60,000	102.50	.....
Clark County National Bank, Winchester, Ky	50,000	104	.....
Shenandoah Valley National Bank, Winchester, Va	200,000	103.0625	.....
Citizens' National Bank, Windber, Pa	15,000	104.50	.....
First National Bank, Woodbine, Iowa	10,000	104.50	10,000
Woodstock National Bank, Woodstock, Vt	20,000	102.25	20,000
Citizens' National Bank, Wooster, Ohio	60,000	103.50	12,000
Do	60,000	103.25	.....
Farmers' National Bank, York, Nebr	25,000	102.50	25,000
York County National Bank, York, Pa	50,000	103	50,000
Do	50,000	102.75	50,000
Do	50,000	102.50	50,000
Do	50,000	102.125	50,000
Do	50,000	102.25	17,000
First National Bank, Youngsville, Pa	37,500	102.875	37,500
First National Bank, Zanesville, Ohio	10,000	103	.....
Total	24,998,040	.....	11,251,330

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 226.

DECISIONS RELATIVE TO RAILROAD PASSES AND FREE TRANSPORTATION.

LETTER FROM THE CHAIRMAN OF THE INTERSTATE COMMERCE COMMISSION, TRANSMITTING, IN RESPONSE TO SENATE RESOLUTION OF JANUARY 21, 1908, LIST AND COPIES OF DECISIONS MADE UPON OR GROWING OUT OF THE CONSTRUCTION OF PARAGRAPH 4, SECTION 1, OF "AN ACT TO REGULATE COMMERCE," ETC.

FEBRUARY 6, 1908.—Referred to the Committee on Interstate Commerce and ordered to be printed.

INTERSTATE COMMERCE COMMISSION,
Washington, February 6, 1908.

To the Senate:

The Interstate Commerce Commission has the honor to submit the following in response to the resolution of the Senate dated January 21, 1908, which reads as follows:

Resolved, That the Interstate Commerce Commission be requested to furnish the Senate with a list of and copies of such decisions as it has made upon or growing out of the construction of paragraph four, section one, of an act entitled "An act to amend an act entitled 'An act to regulate commerce,' approved February fourth, eighteen hundred and eighty-seven, and all acts amendatory thereof, and to enlarge the powers of the Interstate Commerce Commission," approved June twenty-ninth, nineteen hundred and six.

The views of the Commission as to the meaning and application of the paragraph in section 1 of the amended act referred to in this resolution, and the kindred provisions of section 22 of the prior law, have been expressed in three general ways:

First. Reports and opinions in formal proceedings, of which there have been four, a list of which and copies of which are transmitted herewith.

Second. Administrative rulings which have been promulgated from time to time in tariff circulars, copies of which and dates of issue appear in the following pages.

Third. Informal rulings in letters written by different Commissioners which were authorized or approved by the Commission in conference. Copies of these letters, 28 in number, are transmitted herewith.

In addition to the foregoing, numerous letters, probably 300 or 400, have been written from time to time by members of the Commission in answer to particular inquiries. The expressions of opinion in these letters were intended to be and are believed to be in harmony

with the principles announced in the decisions and rulings above mentioned. We have refrained from sending this correspondence because of its great volume, but it will of course be transmitted if the Senate so desires.

All of which is respectfully submitted.

MARTIN A. KNAPP, *Chairman.*

In addition to paragraph 4 of section 1 of the act to regulate commerce, referred to in the resolution, section 22 of the same act which was not repealed by the act of 1906 but was amended March 2, 1889, and February 8, 1895, in so far as it is not in conflict with the more recent legislation, provides as follows:

SEC. 22. (As amended March 2, 1889, and February 8, 1895.) That nothing in this Act shall prevent the carriage, storage or handling of property free or at reduced rates for the United States, State or municipal governments, or for charitable purposes, or to or from fairs and expositions thereat, or the free carriage of destitute and homeless persons transported by charitable societies, and the necessary agents employed in such transportation, or the issuance of mileage, excursion or commutation passenger tickets; nothing in this Act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to municipal governments for the transportation of indigent persons, or to inmates of the National Homes or State Homes for Disabled Volunteer Soldiers, and of Soldiers' and Sailors' Orphan Homes, including those about to enter and those returning home after discharge, under arrangements with the boards of managers of said homes; nothing in this Act shall be construed to prevent railroads from giving free carriage to their own officers and employees, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; * * *.

REPORTS AND OPINIONS IN FORMAL PROCEEDINGS.

November 16, 1906, on petition of the Illinois Central Railroad Company, as set forth in statement of Mr. J. C. Stubbs, chairman, committee of western lines, in respect to the issuance of free or reduced rate transportation for the use of land and immigration agents, the Commission decided (12 I. C. C. Rep., 7) that such agents, not being employees of the carriers, are not within the excepted classes of persons who may lawfully receive free or reduced rate transportation.

December 21, 1906, on petition of the Western Union and Postal Telegraph companies, the Commission held (12 I. C. C. Rep., 10) that a railroad company or a group of separately incorporated roads generally recognized as a "railway system" may lawfully contract to furnish free or reduced transportation to a telegraph company for such of its officers, men, materials, and supplies as are required in connection with the construction, maintenance, and operation of such telegraph line and service upon its own right of way; but such railroad company or system of roads can not lawfully contract, in consideration of free telegraph service or service at reduced rates over wires beyond its own right of way, to furnish free or reduced transportation for the officials, employees, laborers, materials, or supplies of the telegraph company in connection with the construction, maintenance, or operation of the telegraph line and service off the line of such railroad company or system of railroads and upon the line or lines of another carrier or system.

January 21, 1907, on petition of certain newspapers published in New York City with respect to the lawfulness of granting free transportation to messengers or so-called care takers of newspapers on special trains, the Commission held (12 I. C. C. Rep., 15) that where the Congress has expressly enumerated special classes of persons or things that may be exempted and excepted from the operation of general provisions in a law, this Commission can not enlarge the excepted classes by mere construction, and include in them persons or things not thus expressly named in the statute itself; therefore that the so-called care takers of newspaper companies whose duty it is to assort newspapers on special trains and to make them into packages for delivery as the train arrives at the several points along the line of the run, may not lawfully be granted the free transportation that is permissible under the act to regulate commerce to the care takers of certain other kinds of traffic specifically enumerated in the act.

March 25, 1907, upon petition of the Frank Parmelee Company for a ruling respecting the right of railroad companies to exchange free transportation with local transfer, baggage, and express companies, the Commission held (12 I. C. C. Rep., 39) that while petitioner, not being subject to the regulating statute, may doubtless give free transportation on its omnibus and baggage express wagons to whomsoever it wishes, no common carrier subject to the jurisdiction of that act can lawfully grant free transportation to the officers, agents or employees of petitioner. Specific exceptions were noted in the act as to "baggage agents" entering trains near large terminals to arrange for baggage transfer.

COMPLAINT OF ILLINOIS CENTRAL RAILROAD COMPANY, AS SET FORTH IN STATEMENT OF J. C. STUBBS, CHAIRMAN COMMITTEE OF WESTERN LINES.

[Submitted November 9, 1906; Decided November 16, 1906.]

Land and immigration agents, unless they are *bona fide* and actual employees of carriers subject to the act to regulate commerce, are not within the excepted classes specified in that statute, and providing transportation for such agents free or at reduced rates over lines of such carriers is, and since the act was originally passed has been, unlawful. Ruling in Tariff Circular No. 5-A reaffirmed.

Report and Opinion of the Commission.

KNAPP, *Chairman:*

The matter heard under the above title on the 9th instant relates to the free transportation of certain persons known as land agents or immigration agents.

It appears that the important railroads operating in the territory west of Chicago have been accustomed to give free transportation to numerous persons who are engaged in selling lands belonging to private owners, and who accompany prospective purchasers to view such lands along the respective railway lines. These persons are not employed by the railroads, but secure their compensation for the most part, if not altogether, by commissions on the land sales effected. The interest of the railroads is promoted by securing settlers upon lands otherwise unoccupied whose productive industry increases the business of the carriers. This interest has been advanced as a justification for giving free transportation to these agents. Some of them appear to have annual passes, or passes good for a stated period, while others receive round-trip passes for each journey which they take in the prosecution of their business. There are many thousands of these persons, and their operations are claimed to be of great benefit to the roads which provide them with free carriage.

Soon after the amended law took effect on the 28th of August, the carriers in question, or most of them, were advised by counsel, as the Commission is informed, that the free transportation of the class of persons mentioned had become unlawful. Thereupon some of the roads, including the Illinois Central, at once discontinued the free carriage of these land agents, but other roads are still issuing passes to them as heretofore.

Under date of October 12 the Commission announced certain rulings by Tariff Circular 5-A, among which was the following:

"*Issuance and use of free passes.*—The provisions of the act relative to the issuance of free tickets, free passes, free transportation, or free carriage to employees of carriers apply only to persons who are actually in the service of the carriers and who devote substantially all of their time to the work or business of such carriers. Land and immigration agents, unless they are bona fide and actual employees, representatives of correspondence schools, agents of accident or life insurance companies, agents of oil or lubricating companies, etc., are not within the classes to which free or reduced-rate transportation can be lawfully furnished."

This ruling specifically names the classes of persons in question and holds that they can not lawfully receive free transportation. The facts disclosed at the hearing of this matter confirm our conviction of the correctness of the ruling and nothing has been shown which warrants a modification of its terms or application. The land agents to whom free transportation has been given are in no sense agents or employees of the carriers. They are not engaged in the business of the carriers and their compensation comes from the persons whose private lands they may be able to sell. It is true that their operations may be indirectly of important benefit to the carriers, but this circumstance affords no defensible reason for transporting them without charge. If a resulting advantage of some sort furnishes a reason for the free carriage of persons engaged in private enterprise, the right to give passes would extend to a vast number of persons and be subject to no practical limitation. The ruling heretofore made is undeniably correct and its application so plain and definite as to obviate the necessity for explanation.

Nor can the carriers make employees of the class of persons in question by appointing or calling them agents, when they are in fact engaged in efforts to sell lands belonging to outside parties and receive no compensation or only nominal compensation from the carriers except free transportation over their lines. The relation thus existing is not that of bona fide and actual employees and furnishes no ground for exemption from charges imposed upon ordinary passengers.

We do not assent to the proposition that because the amended law prohibits passes after January 1 next, except to certain specified persons, that persons not within the exceptions named in the old law can lawfully be given free transportation for the balance of this year. On the contrary, we hold that it was always illegal under the original act to give free transportation, save only to the extent permitted by that law. The course taken by the Illinois Central and other roads acting in like manner is to be commended and the complaint of that company is fully sustained. Such carriers as have continued to give free transportation to these so-called land agents, particularly since the ruling of the Commission above quoted, must be adjudged to be acting unlawfully in that regard. Unless they immediately cease from the practices hereby condemned as illegal it will be the duty of the Commission to take measures to prevent further disobedience.

IN THE MATTER OF RAILROAD-TELEGRAPH CONTRACTS.

PETITION OF THE WESTERN UNION AND POSTAL TELEGRAPH COMPANIES.

[Decided December 21, 1906.]

As a telegraph service along its right of way is essential to the safe operation of its trains, a railroad company or a group of separately incorporated roads generally recognized as a "railway system," may lawfully contract to furnish free or reduced-rate transportation to a telegraph company for such of its officers, men, materials, and supplies as are required in connection with the construction, maintenance, and operation of such a telegraph line and service upon its own right of way; and the legality of such free or reduced-rate transportation is not affected by the fact that the telegraph company may also use such telegraph line in connection with its telegraph service to the public.

But such a railroad company or system of roads can not lawfully contract, in consideration of free telegraph service or service at reduced rates over wires beyond its own right of way, to furnish free or reduced-rate transportation for the officials, employees, laborers, materials, or supplies of a telegraph company in connection with the construction, maintenance, or operation of a telegraph line and service *off the line* of such railroad company or system of railroads and upon the line or lines of another carrier or system.

Previous rulings of the Commission in relation to "Payment for transportation" and "Issuance and use of free passes," so far as they may affect or control railroad-telegraph contracts, explained and reaffirmed.

Report and Opinion of the Commission.

HARLAN, *Commissioner:*

On September 15, 1906, the Commission formally announced in a general tariff circular the following administrative ruling:

"*Payment for transportation.*—Nothing but money can be lawfully received or accepted in payment for transportation subject to the act, whether of passengers or property, or for any service in connection therewith, it being the opinion of the Commission that the prohibition against charging or collecting a greater or less or different compensation than the established rates in effect at the time precludes the acceptance of services, property, or other payment in lieu of the amount of money specified in the published schedules."

On October 12, 1906, the Commission announced an administrative ruling as follows:

"*Issuance and use of free passes.*—The provisions of the act relative to the issuance of free tickets, free passes, free transportation, or free carriage to employees of carriers apply only to persons who are actually in the service of the carriers and who devote substantially all of their time to the work or business of such carriers. Land and immigration agents, unless they are bona fide and actual employees, representatives of correspondence schools, agents of accident or life insurance companies, agents of oil or libricating companies, etc., are not within the classes to which free or reduced-rate transportation can be lawfully furnished.

"But the Commission does not construe the law as preventing a carrier from giving necessary free transportation to a person traveling over its line solely for the purpose of attending to the business of, or performing a duty imposed upon, the carrier, nor from giving free carriage over its line to the household and personal effects of an employee who is required to remove from one place to another at the instance of, or in the interest of, the carrier by which he is employed.

"Nor does the Commission construe the law as preventing a carrier from giving free or reduced-rate carriage over its line to contractors for material, supplies, and men for use in construction, improvement, or renewal work on the line of that carrier, provided such arrangements for free or reduced-rate carriage are made a part of the specifications upon which the contract is based and of the contract itself.

In making the above ruling of October 12 the Commission intended to be understood as holding that the provisions of law permitting carriers to accord free or reduced-rate transportation under certain conditions and for certain purposes apply, inter alia, to materials, supplies, and men required under contracts between railroad and telegraph companies for the construction, maintenance, and operation of telegraph lines upon and along the rights of way of such railroad companies and for use in connection with the operation of their own lines; and as implying also that, inasmuch as a telegraph service along their own right of way is a necessary part of their equipment and is essential to the safe operation of trains by railroad companies, the legality of such free or reduced-rate transportation so accorded by carriers to such telegraph companies is not affected by the fact that telegraph companies are frequently permitted by the carriers to use the telegraph lines, so erected along their own right of way, in the performance by such companies of a telegraph service for the public.

On November 9 the Commission heard the arguments of counsel for the Western Union and Postal Telegraph Companies in support of their petition, filed with the Commission, for a modification of the above rulings so far as they might control or govern certain contracts theretofore entered into between the petitioning telegraph companies and certain railroad companies, under which, in consideration of the free telegraph service accorded by the petitioners over wires off the lines of the respective contracting railroad companies, the latter agree to furnish free or reduced-rate transportation to such telegraph companies for the men, materials, and supplies necessary in connection with the construc-

tion, operation, and maintenance of such telegraph lines off the lines of the respective contracting carriers and upon the rights of way of other carriers. Counsel for several railroad companies were also heard in support of the petition of the telegraph companies.

After a careful consideration of the oral arguments of counsel and of the printed and type-written briefs submitted to us in support of these petitions, the Commission is of the opinion that the rulings above set forth are in exact conformity with the terms and spirit of the law. Contracts between telegraph companies and carriers for the maintenance of telegraph lines on the rights of way of railroads are sui generis and unlike any other contracts with carriers that have come to our attention. So far as we can now see, the full performance of such contracts by the carriers with whom they are made would not affect any public or private interest adversely. Nevertheless, the Commission knows of no provision of law now in force that vests it with any authority, or any clause in the law that affords it a reasonable ground, to differentiate "off the line" service by carriers for telegraph companies from the transportation of merchandise or any other form of property for private shippers. The mere fact that carriers, as a means of securing traffic, making agreements with shippers, tracing their freight cars on the rails of other carriers, communicating with their agents in distant localities, etc., etc., frequently find it convenient to telegraph to points beyond their own right of way and are allowed by the telegraph companies to do so free or at reduced telegraph rates, does not make it lawful for a railroad company to grant to a telegraph company free or reduced-rate carriage for its officers, men, materials, or supplies destined for use in a telegraph service on the right of way of other carriers.

The Commission is of the opinion that such contracts with telegraph companies may lawfully be entered into by a railroad or by a group of separately incorporated roads generally recognized as a "railway system;" and that, in consideration of the construction, maintenance, and operation of a telegraph line upon the right of way of such road or system of roads, which telegraph line such road or system would otherwise be compelled as an operating necessity to construct and maintain for itself, a carrier may accord to such telegraph company free or reduced-rate transportation for such officers, men, materials, and supplies of such telegraph company as are required and necessary in connection with the construction, maintenance, and operation of such telegraph lines upon such carrier's own right of way or the right of way of such system of roads.

But the Commission is of the opinion that so much of any such contract between a telegraph company and a carrier as stipulates or contemplates that such carrier will furnish free or reduced-rate carriage and transportation to the officials, employees, laborers, materials, or supplies of such telegraph company, in connection with the construction, maintenance, and operation of a telegraph line and service off the lines of such carrier and on the lines or system of lines of any other carrier, and for the use and service of such other carrier or for such telegraph company, is unlawful under the terms of the act to regulate commerce. In our opinion no railroad or system of railroads can lawfully stipulate or contract with a telegraph company for the carriage of its officials, employees, or property for any greater or less or different consideration than that specified in the regularly published tariffs in effect at the time, except in connection with the construction, operation, and maintenance of a telegraph service on its own lines or system of lines.

Except as the rulings of the Commission are herein explained and applied, the petition of the telegraph companies is denied.

IN THE MATTER OF THE FREE TRANSPORTATION OF NEWSPAPER EMPLOYEES ON SPECIAL NEWSPAPER TRAINS.

PETITION OF CERTAIN NEWSPAPERS IN NEW YORK CITY.

[Decided January 21, 1907.]

Where the Congress has expressly enumerated special classes of persons or things that may be exempted and expected from the operation of general provisions in a law, this Commission can not enlarge the excepted classes by mere construction and include in them persons or things not thus expressly enumerated in the statute itself.

Held, therefore, that the so-called care takers of newspaper companies whose duty it is to assort newspapers on special newspaper trains and to make them up into packages for delivery as the train arrives at the several points along the line of the run, may not lawfully be granted the free transportation that is permissible under the act to *regulate* commerce to the care takers of certain other kinds of traffic specifically *enumerated in the act.*

A commodity rate can not be applied to the transportation of passengers or a passenger rate to the transportation of a commodity. Nor can one rate, whether for commodities or passengers, be applied to a mixed shipment of men and merchandise.

***Held*, therefore, that newspaper employees can not lawfully be carried on special newspaper trains under a commodity rate established for the carriage of newspapers, or at any rate other than one specified in a regularly published schedule of passenger rates.**

Report and Opinion of the Commission.

HARLAN, *Commissioner:*

This petition by the New York Tribune, the New York World, the New York American, the Morning Telegraph, and the New York Press was supplemented by the application of the New York, New Haven and Hartford Railroad Company for our ruling on the point involved, and also by a separate application to the same effect by the New York Herald. The question in controversy is whether, under the act to regulate commerce as amended on June 29, 1906, the New York, New Haven and Hartford Railroad Company may grant free transportation to certain employees of the petitioning newspaper companies under the circumstances and conditions hereinafter explained.

The facts, as they appear on the petition and the accompanying documents, indicate that heretofore the New York, New Haven and Hartford Railroad Company has been furnishing the petitioning newspaper companies with two special Sunday morning trains for the carriage of the Sunday editions of their newspapers to various points along the line of that road, Springfield being the final destination of one train and Boston of the other. In compensation for this special train service the railroad company has made a charge, apparently under a special contract and not under any tariff schedule filed with this Commission, of 50 cents for each 100 pounds of newspapers so carried. The total weight of the newspapers has usually aggregated from seventy to eighty tons. By the terms of the contract between the parties the compensation agreed upon seems to have included free transportation for certain newspaper employees, whose duty it was to accompany the newspapers so carried in order to assort and handle and make them up into packages for instant delivery as the train arrived at the various towns and villages along the line of the road to Springfield and Boston. The compensation agreed upon for this service seems also to have included the free transportation of such employees from Springfield and Boston back to New York on any available regular passenger train.

When the contract between the parties was about to expire and negotiations were pending for its renewal, counsel for the railroad company expressed the opinion that it would be illegal under the new law to continue to furnish free transportation for the newspaper employees or messengers that heretofore have accompanied the special trains for the purposes described. The newspaper companies decline to accept that view of the law, and in support of their protest against the discontinuance of such free transportation for their so-called messengers they now refer to and quote from our Tariff Circular No. 5-A of October 12, 1906, where, in connection with an administrative interpretation of the law with respect to the right of carriers to issue free transportation to their own employees, this Commission said:

"But the Commission does not construe the law as preventing any carrier from giving necessary free transportation to a person traveling over its line solely for the purpose of attending to the business of or performing a duty imposed upon the carrier."

They also quote from a letter from the passenger traffic manager of the railroad in question, in which he expresses to them a willingness to continue the special-train service for the carriage of their newspapers and the free carriage of their employees in case this Commission specifically rules that it may be done without violation of law. And they insist that the ruling above mentioned applies to their employees or messengers on these two special newspaper trains, and that they are entitled to have free transportation for them to Boston and Springfield and return. The railroad company has joined with the petitioners in requesting a definite ruling upon the point.

The Commission, after a careful consideration of the matter, is unable to concur in the view of it taken by the petitioners. The general ruling of the Commission referred to by them has no relation to the subject-matter of this inquiry. That language was used in explanation of the right of a carrier to give free transportation to its own employees or to persons hired by it for the purpose of attending to some duty imposed upon it, either by law or by the nature of its railroad operations. To illustrate concretely the scope and

that during the year 1906 it carried from station to station nearly 500,000 passengers and about 1,000,000 pieces of passenger baggage. This was in addition to its large local business above mentioned.

In some instances the connecting carriers in Chicago use the same station, and therefore no transfer of through passengers across the city is required. To meet this competition, other connecting carriers that use different stations absorb the cost of the transfer by attaching to the through tickets transfer coupons, which are subsequently taken up by the petitioner and presented to the carriers for payment. In such cases the passengers are entitled, as part of the through carriage and without extra charge, to be transferred by the petitioner across the city of Chicago from the incoming to the outgoing train. In the performance of this service the company thus becomes an important "link," as its counsel calls it, in the very large volume of interstate passenger traffic which passes through the city of Chicago. He contends that it is an integral part of the interstate railroad system. And as giving emphasis to this contention, it is shown on the papers before us that by contract with the rail lines the petitioner is required to participate in the adjustment of claims for the loss and damage of the baggage of passengers. When the loss is not traceable directly to the negligence of some individual railroad the damage is assessed pro rata against all the lines making up the route over which the lost baggage was checked. In such adjustment the petitioner is required to pay its proportion of the loss on a mileage basis, and for this purpose is assessed as a railroad of 40 miles in length.

Because of this definite and important relation to the interstate passenger traffic through Chicago the petitioner, in an extended brief by counsel, claims the status of a common carrier, subject to the provisions of the act to regulate commerce as amended on June 29, 1906. It contends that it has the right under section 1 of the act to participate in the exchange of free transportation with other carriers, and it now asks for an administrative ruling by the Commission to that effect.

As demonstrating that the petitioner is a common carrier, reference is made by counsel to Parmelee *v.* McNulty, 19 Ill., 556, and to Parmelee *v.* Lowitz, 74 Ill., 116, where the supreme court of Illinois, referring to the petitioner, held that the owner of an omnibus line is a common carrier just as much as is the owner of railroad or a line of steamboats, and that it is therefore responsible as a common carrier for the loss of a trunk and its contents.

That the petitioner is a common carrier may be admitted not only on the authority of those cases, but on the authority of many other cases that might be cited in which hacks, baggage wagons, cabs, drays, carts, coaches, and omnibuses have been held to be common carriers and their owners subject to the liabilities of common carriers.

The transfer of through passengers and their baggage across the city of Chicago in the manner described may also be conceded to be interstate commerce. And in making the transfer the petitioner is undoubtedly a direct and immediate servant of the interstate public. The real point, however, in this inquiry is whether the Frank Parmelee Company is a common carrier subject to the provisions of the act to regulate commerce as amended on June 29, 1906. If it is, then railroad companies may lawfully exchange free transportation with it. If it is not, its officers, agents, and employees can not lawfully be granted free transportation by the interstate railroad companies. Is it then a common carrier subject to the provisions of the act?

The first paragraph of the first section limits the application of the various provisions of the act not to all common carriers, but to certain classes of common carriers there expressly named and specified. Learned counsel for the petitioner quotes from it as follows:

"That the provisions of this act shall apply to any corporation or any person or persons engaged in the transportation of oil or other commodity."

He stops the quotation at that point, not observing the intimate connection of that part of the sentence with the qualifying words immediately following, namely, "except water and except natural or artificial gas, by means of pipe lines, or partly by pipe lines and partly by railroads, or partly by pipe lines and partly by water, who shall be considered and held to be common carriers within the meaning and purpose of this act."

Separating this part of the clause from that immediately preceding it, counsel contends that all that is necessary to constitute a common carrier "subject to the provisions of the act" is that it shall be engaged in the transportation of oil or other commodity. "It is sufficient," says counsel, "that it transports

any 'other commodity,' whether passengers or baggage, without reference to the character or kind of vehicle or power employed."

That method of statutory construction can not be accepted as satisfactory. The sole purpose of the clause, a part of which counsel has disjoined from its connecting part and quoted as if the two parts had no relation one to the other, was to include the so-called pipe lines within the jurisdiction of the act and to define as common carriers under the act those persons and corporations that are engaged in the transportation of "oil or other commodity, except water and natural or artificial gas, by means of pipe lines, or partly by pipe lines and partly by railroad, etc." This is so clear upon a reading of the sentence as a whole that we do not deem it necessary further to discuss a contention based upon a reading of a part of it only.

Is there, then, any other clause or provision in the law which may be said to subject local transfer and baggage express companies to the jurisdiction of the act, thus making it lawful, under the terms of section 1, for the railroads of the country to interchange free transportation with them? Aside from the pipe lines and sleeping car and express companies, which are named in a specific and separate clause, the only common carriers to which the provisions of the act apply (vide section 1) are those engaged in the transportation of passengers or property "wholly by railroad or partly by railroad and partly by water." And certainly the petitioner is engaged in transportation neither by rail nor by water. It is said, however, that the service performed by the petitioner in transferring passengers and baggage in its omnibuses and express wagons across the city of Chicago from the arriving to the departing train is the same service that would be performed by a connecting belt railroad, if the transfer from one station to the other were made in that way, as it doubtless is in some cases. In its results the service is the same in each case. But in one case the carrier is a rail line and in the other an omnibus line. The former is included within the act and is subject to all its provisions. The latter is omitted, and by necessary implication is excluded altogether from the effects of the act. In making such transfer the omnibuses and express wagons of the petitioner are simply one of the "instrumentalities and facilities of shipment or carriage" which the law requires "every carrier subject to the provisions of this act (i. e., a pipe, rail, or water line, etc.) to provide and furnish" at reasonable rates as a part of the interstate transportation which such carrier contracts to perform.

These views are amply supported by the previous decisions of this Commission. A case directly in point is Wylie *v.* Northern Pacific Railway Company et al. (11 I. C. C. Rep., 145). There it appears that the Yellowstone National Park Transportation Company operated a line of stage coaches and similar vehicles through the park. The trip began and ended at Gardiner, a point on the railroad at the northern entrance to the park. The Northern Pacific Railway Company established a through route and joint rates with the stage-coach company, under which through interstate passengers might stop off at Gardiner and, after taking the trip on the stage coaches through the park, might return to Gardiner and there continue their interstate journey. Attached to the through railroad tickets were coupons for the round trip through the park. On these facts this Commission, by its chairman, held that the railroad company and the stage-coach company were not competent under section 6 of the act to form through routes and establish joint rates, and that the stage-coach company was not engaged in the transporation of passengers or property "by railroads, or partly by railroad and partly by water." In other words, this Commission held that the stage-coach company was not a common carrier subject to the provisions of the act. And that ruling seems conclusive on the issue presented by this petitioner. In no substantial respect does the round trip by stage coach from Gardiner through the park and back again, so that the passenger might continue his through interstate journey, differ from the service performed by the petitioner at Chicago in transferring passengers from one station to another so that they may proceed on their interstate journey.

In Cary *v.* Eureka Springs Railway Company et al. (7 I. C. C. Rep., 286), it appears that the railroad companies published joint tariffs with the Harrison Transportation Company, under which they undertook to carry interstate freight in wagons to points as much as 45 miles beyond Eureka Springs, which was the terminus of the railroad company. This was in no sense a local service. It purported to be and was interstate transportation where a substantial portion of the distance to destination was covered by wagon teams. In principle it

differs in no respect from the service performed by this petitioner in the transportation of passengers and baggage across the city of Chicago. But the Commission, in an opinion by Mr. Commissioner Morrison, held (p. 310):

"The provisions of said act do not apply to transportation by team or wagon and neither the joint tariffs, nor the arrangement of defendants with the Harrison Transportation Company, made them joint carriers."

This view of the matter must have been entertained by the petitioner also, as well as by the carriers that use its services in the transfer of passengers through Chicago; for, although section 6 of the act expressly provides that no common carrier shall participate in interstate transportation until it has filed and published a schedule of rates in accordance with the provisions of the law, this petitioner has not offered to file a schedule of joint rates with the Commission; nor has it offered to file any concurrence with the schedule of rates filed by the railroads. Such references to the petitioner's transfer service at Chicago as appear in the schedules filed by the rail lines mention it only as a service offered by the railroad companies as a part of the through transportation which they contract to perform for their passengers.

We are constrained, therefore, to hold that, although the petitioner is a common carrier and is performing a service connected with interstate passenger traffic, it is nevertheless not a carrier subject to the provisions of the act to regulate commerce.

But it is said that there is no prohibition in the law of the interchange of free transportation by common carriers, whether they are subject to the provisions of the act or not. It is insisted, in fact, that the right of all common carriers to so interchange free transportation is expressly recognized in the law. If this be true, then not only are the officers of the petitioner entitled to use free transportation, if granted by carriers, but the privilege is extended to the petitioner's agents, clerks, drivers, stablemen, and other employees. It is extended also to the officers, agents, and employees of all baggage express companies, parcel deliveries, district messenger services, ferry, steamboat, and telephone companies, and of all other of the unnumbered enterprises throughout the land that are common carriers under the common law, but are not subject to the provisions of the act to regulate commerce.

The privilege of free transportation is one that is reluctantly surrendered when once it has been enjoyed. No provision in the new law was the subject of more appeals to the legislative authority before its enactment and none has been more frequently urged upon our attention since its enactment. Almost daily this commission is called upon to examine some strained or forced construction of the anti-pass provision offered by some person or interest that has heretofore had the privilege of free passes. Our records are not free from petitions that in effect ask the Commission to so construe the law, by main strength, as it were, as to widen its terms and loosen its restrictions. These comments are not directed to this petitioner, whose application is made in good faith, but are made as justifying the application of the general rule that laws intended to correct abuses ought to be strictly construed. And this commission must follow that precept unless the force and effect of this salutary provision is to be dissipated and practically destroyed. Moreover, it must be borne in mind that every extension of the privilege of free transportation casts an appreciable additional burden upon those who pay for their transportation and thus contribute to the earnings that carriers are entitled to as a just return upon the capital invested. The whole spirit of the act is that this burden should be distributed as equally and equitably as possible. Manifestly, therefore, and especially in view of the discussion accompanying its enactment, the anti-pass provision should receive a narrow rather than a liberal construction.

The clause which controls and regulates the use of free transportation is found in section 1 of the act, and is as follows:

"No common carrier subject to the provisions of this act shall * * * directly or indirectly, issue or give any interstate free ticket, free pass, or free transportation for passengers, except to its employees and their families, its officers, agents, * * *:

Provided, That this provision shall not be construed to prohibit the interchange of passes for the officers, agents, and employees of common carriers, and their families."

Observing that the paragraph commences with the words "No common carrier subject to the provisions of this act," and that the proviso uses the words "common carriers" without any reference to the provisions of the act, counsel

for the petitioner contends that the paragraph relates to two distinct classes of common carriers—that is to say, common carriers that are subject to the provisions of the act and common carriers that are not subject to the provisions of the act. And he asserts that the inhibition upon common carriers subject to the provisions of the act against the issuing of free transportation, except to their own employees, officers, and agents, is thrown open by the language of the proviso so as to permit all common carriers, whether subject to the provisions of the act or not, to interchange free passes for their officers, agents, and employees and their families.

We can not concur in this view. It is a general rule of law that a proviso is to be construed strictly, and that it is not to be understood as adding new matter to the main clause, but rather as modifying its application by "carving out" special exceptions to which it shall not apply. Ryan *v.* Carter, 93 U. S., 78, citing United States *v.* Dickson, 15 Pet., 141, and other cases. While a proviso is not always so used in our Federal legislation, we think it clear that it is so used in this instance. The first part of that paragraph of the law relates in terms only to common carriers that are subject to the provisions of the act. It is contended by counsel that the proviso deals with all common carriers, whether subject to the provisions of the act or not, and permits them to issue free transportation, at their pleasure, to their own employees and to the employees of all other common carriers, including those not subject to the act. In our judgment this was not the intention of the lawmakers. The purpose of the proviso was not to make a distinction between common carriers that are subject to the act and those that are not. Its purpose was to bring into contrast the right of common carriers subject to the act to give free transportation to their own employees and their right, by way of interchange, to give free passes to the employees of other common carriers subject to the act. Its purpose was to modify the general inhibition against the giving of passes by a common carrier subject to the act except to its own employees by making a special exception of the giving of passes, by way of interchange, to the employees of any other common carrier subject to the act.

An examination of the whole proviso leaves the mind with the conviction that this must be its meaning, and that the words "common carriers" as there used relate only to the common carriers referred to in the opening of that paragraph—that is to say, to common carriers subject to the provisions of the act. The part of the proviso immediately following the portion of it above quoted is as follows: "nor to prohibit any common carrier from carrying passengers free with the object of providing relief in cases of general epidemic, pestilence, or other calamitous visitation. Any common carrier violating this provision shall be deemed guilty of a misdemeanor and for each offense, on conviction, shall pay to the United States a penalty" etc.

The words "common carrier" as there first used evidently have reference only to common carriers that are subject to the act. No such language would be needed to enable common carriers not subject to the act to give free transportation in such emergencies or at any other time. Not being included within the prohibition of the main clause against the giving of free transportation, such carriers would have that right without such a clause. The words "common carrier," as finally used in the proviso, also stand without the qualifying phrase "subject to the provisions of the act." Nevertheless, it is still more clear that they can refer only to common carriers subject to the act. Such carriers as are not subject to the provisions of the act could not legally offend any of its requirements. They could not therefore be held guilty of a misdemeanor under the act or be subject to the penalties imposed by its provisions. A reading of the whole paragraph would seem to leave no doubt that the proviso refers only to common carriers that are subject to the provisions of the act. In this connection it must not be forgotten that the act itself commences with the statement that its provisions shall apply to the special classes of common carriers there enumerated.

Finally, it is urged that the clause forbidding common carriers, subject to the provisions of the act, to issue or exchange free transportation except under the restricted conditions defined in the paragraph in question, is not a regulation of interstate commerce, and is not, therefore, a power that Congress may lawfully exercise under the Constitution. We do not deem it profitable to enter upon such a discussion. The numerous decisions of the Supreme Court of the United States, and of the States as well, have extensively defined the powers of the Congress nnder that clause of the Constitution. The distinguished jurist who

first presided over this Commission, in his "Constitutional Limitations," 732, said:

"It is not doubted that Congress has the power to go beyond the general regulations of commerce, which it is accustomed to establish, and to descend to the most minute directions if it shall be deemed advisable."

This was quoted with approval by Mr. Justice Field in Gloucester Ferry Co. *v.* Pennsylvania, 114 U. S., 196. Such being the plenary character of the control of Congress, under the Constitution, of commerce among the States, it can not be doubted that it may as clearly prohibit the carriage of persons and property without price as it can regulate and control the price for which persons and property may be transported. And this latter power we understand to be now too well settled to permit of further controversy.

We therefore hold that while the Frank Parmelee Company, not being subject to the act to regulate commerce, as amended on June 29, 1906, may doubtless give free or reduced rate transportation on its omnibus and baggage express wagons to whomsoever it wishes, no common carrier that is subject to the jurisdiction of that act can lawfully grant free transportation to the officers, agents, or employees of the petitioner. It is to be understood, of course, that what is here said does not apply to the "baggage agents" of petitioner and other transfer and baggage express companies whose duty it is to meet passenger trains at some point near the larger terminals and to go through the trains to arrange for the transfer of passengers and their baggage. The act expressly provides that such "baggage agents" may have free transportation for that purpose.

ADMINISTRATIVE RULINGS.

FREE TRANSPORTATION OF PASSENGERS IN CONNECTION WITH SHIPMENTS OF PROPERTY.

[Effective November 6, 1906.]

Section 1 of the Act provides that free transportation may be furnished "to necessary caretakers of live stock, poultry, and fruit." The Commission is of the opinion that the term "fruit" in this connection includes perishable vegetables when shipped under conditions that render caretakers "necessary." This transportation may be in the form of free pass or reduced rate transportation, but in any event it must be the same for all under like circumstances and must be published in the tariff governing transportation of the commodity. This provision in the statute is construed to mean necessary caretakers of live stock, poultry, or fruit that is loaded and ready for movement, or the movement of which is actually contracted for or that is actually in transit, and may include free or reduced rate transportation for the return of such necessary caretakers.

Some carriers have in their tariffs rules which provide that if a person goes out over their lines with the intention of purchasing live stock and returns within a certain time with a certain number of cars of live stock the carrier will refund to him the fare paid on outgoing trip. The Commission considers such rule and practice improper and unlawful and expects that they will be withdrawn and discontinued at once.

FREE PASSES AND FREE TRANSPORTATION.

[Effective October 12, 1906.]

The provisions of the Act relative to the issuance of free tickets, free passes, free transportation, or free carriage to employees of carriers apply only to pesons who are actually in the service of the carriers and who devote substantially all of their time to the work or business of such carriers. Land and immigration agents, unless they are bona fide and actual employees, representatives of correspondence schools, agents of accident or life insurance companies, agents of oil or lubricating companies, etc., are not within the classes to which free or reduced-rate transportation can be lawfully furnished.

But the Commission does not construe the law as preventing a carrier from giving necessary free transportation to a person traveling over its line solely for the purpose of attending to the business of or performing a duty imposed

upon the carrier, nor from giving free carriage over its line to the household and personal effects of an employee who is required to remove from one place to another at the instance of or in the interest of the carrier by which he is employed.

Nor does the Commission construe the law as preventing a carrier from giving free or reduced-rate carriage over its line to contractors for material, supplies, and men for use in construction, improvement, or renewal work on the line of that carrier, provided such arrangements for free or reduced-rate carriage are made a part of the specifications upon which the contract is based and of the contract itself.

The provisions of the act relative to the issuance of free or reduced-rate transportation to ministers of religion do not apply to or include members of the families of ministers of religion. Neither do the provisions of the act relative to the issuance of free or reduced-rate transportation admit of including therein officers of the Government, the Army, or the Navy, or members of their families, or other persons to whom such considerations may have been extended in the past, unless they are within the classes specifically named in the act.

Reduced-rate transportation may be granted to such persons as are specified in the law as those to whom free transportation may be given.

TRANSPORTATION OF MEN OR PROPERTY FOR TELEGRAPH COMPANIES.

In its decision on the petition of the Western Union and Postal Telegraph companies, issued December 27, 1906, the Commission held it would be unlawful for a carrier subject to the act to contract or stipulate with a telegraph company for the carriage of its officials, employees, or property for any greater or less or different compensation than that specified in the regularly published tariffs in effect at the time, except in connection with the construction, operation, and maintenance of telegraph line and service on its own line. It was held that a group of separately incorporated roads, recognized as a "railway system," may be considered as one in the making of contracts for telegraph service on that system.

This definitely differentiates between the employees of the telegraph company who are actually engaged in constructing and maintaining a telegraph line along the line of a railway, or in operating such telegraph line as a part of the actual operation of that railway, and those who are engaged in the commercial business of the telegraph company. The fact that railway officials may, by use of D. H. franks, send messages on railway business from or receive such messages at a commercial office of a telegraph company does not constitute that office a part of the operation of any of the lines of railway which such officials represent, nor bring that telegraph office into such relationship with the business of the railways as to warrant treating it as part of the operating facilities of such railways. Practically all telegraphing so done is "off the line" business and is to be considered as commercial business. The same distinction is to be observed in the hauling of materials and supplies for telegraph companies with which the railway company has contract for telegraphic service.

TRANSPORTATION OF NEWSPAPER EMPLOYEES ON SPECIAL NEWSPAPER TRAINS.

In its decision of January 21, 1907, on the petition of certain newspapers in New York City, the Commission decided that a commodity rate can not be applied to the transportation of passengers or a passenger rate to the transportation of a commodity, and that therefore employees of the newspapers riding on special newspaper trains can not lawfully be transported under a commodity rate established for the carriage of newspapers or at any rate other than the one specified in the regularly published schedule of passenger rates.

FREE TRANSPORTATION OF OFFICERS OR EMPLOYEES OF OMNIBUS OR BAGGAGE EXPRESS COMPANIES.

In its decision of March 25, 1907, on the petition of the Frank Parmelee Company, the Commission held that a carrier subject to the act can not lawfully give free transportation to officers, agents, or employees of an omnibus or baggage express company, except, as authorized in the act, for baggage agents who meet passenger trains at some point near the larger cities and go through the trains to arrange for transfer of passengers and their baggage.

PAYMENT FOR TRANSPORTATION.

[Effective September 15, 1906.]

Nothing but money can be lawfully received or accepted in payment for transportation subject to the act, whether of passengers or property, or for any service in connection therewith, it being the opinion of the Commission that the prohibition against charging or collecting a greater or less or different compensation than the established rates in effect at the time precludes the acceptance of services, property, or other payment in lieu of the amount of money specified in the published schedules.

TRANSPORTATION OF FEDERAL TROOPS.

[Effective May 27, 1907.]

The Commission is of the opinion that carriers, either by contract or bid or other arrangement with the War Department, may lawfully make special rates for the movement of Federal troops, when moved under orders and at the expense of the United States Government, and that the rates so made need not be posted or filed with the Commission.

The lawfully published rates for the transportation of the general public, in the opinion of the Commission, are to be regarded, however, as the maximum rates that may lawfully be charged the Government for the movement of Federal troops.

This ruling also governs similar transportation for the Naval and Marine services.

EXTRACTS FROM CORRESPONDENCE OF THE COMMISSION, CONTAINING INFORMAL RULINGS ON THE SUBJECT OF PASSES AUTHORIZED OR APPROVED BY THE COMMISSION IN CONFERENCE.

JANUARY 2, 1907.

DEAR SIR: In your letter of the 24th you state that the railroad company of which you are general counsel, as well as other common carriers in your section of the country, customarily retain "local counsel" and appoint "local surgeons" and compensate them for the performance of services, rendered as occassion may require, by issuing them free transportation over your respective lines. You seem to regard them as regular employees, although you state that the attorneys continue their private practice in the courts and the surgeons their general practice in the respective communities in which they live. In this connection you refer to our tariff circular No. 5 A of October 12, 1906, and you ask whether the part of it relating to the issuance and use of free passes has reference to local attorneys and surgeons as they are defined in your letter.

On behalf of the Commission I beg to say that the so-called local attorneys and surgeons who carry on their private practice and are occasionally called upon to perform services for your company, and, under similar conditions, for other carriers in your part of the country, are not considered by the Commission as being within the classes of persons enumerated in sections 1 and 22 of the act of June 29, 1906, to whom free or reduced transportation may be accorded. The Commission is of the opinion that no one having other regular occupation and daily employment can be considered an employee, officer, agent, attorney, or surgeon of a common carrier, within the meaning of the act, who, outside of and in addition to such occupation or employment, may give occasional attention to railroad matters. To entitle a person to free or reduced transportation under the act he must be in the service of a common carrier in such sense that his chief occupation and paramount daily duty is to look after its affairs in the capacity in which he is employed. Such work must engage his time, attention, and labor as his principal daily concern and interest, and the salary or compensation received therefor must be the chief source of the income derived by him from his daily toil or labor, whatever may be its nature. The mere occasional employment by a carrier of a man in the line of his profession or trade does not constitute him an employee or officer, agent, surgeon, or attorney of a common carrier in such sense as to entitle him to free transportation over the line by which he is thus employed, or to receive a pass in the interchange of free transportation with other lines.

Under the second paragraph of our ruling of October 12, a so-called local surgeon or attorney may be given free transportation over the line by which he

is employed for the purpose of enabling him to attend to the subject-matter or business then in hand. Such a surgeon may be carried to the scene of the accident, or to a hospital where an injured employee or passenger may be. Such an attorney may be given free transportation for the purpose of attending a trial in which he has been retained for the company or to confer with witnesses living at points along the line of the carrier, or to confer with persons with whom negotiations are pending on behalf of the company. Such free or reduced transportation may be given as an incident to the service to be performed and to avoid an expense item that otherwise would be charged by the attorney or surgeon against the company. But in no event can free or reduced transportation be given in compensation for a service thus rendered by a surgeon or an attorney to the railroad company. You have doubtless observed the ruling of the Commission in our tariff circular No. 2-A of September 15, 1906, to the effect that nothing but money may lawfully be received or accepted in payment of transportation, whether of passengers or property, or for any service in connection therewith.

The language of section 6 of the act is that no carrier shall "charge, or demand, or collect, or receive a greater, or less, or different compensation for such transportation of passengers or property * * * than the rates, fares, or charges which are specified in the tariff filed and in effect at the time." Aside from the fact that this legislation in respect to free and reduced transportation was enacted in order to regulate and minimize an acknowledged evil and abuse, and therefore requires a strict enforcement, the Commission can see in this language no opportunity for reasonable doubt as to its meaning. And we accordingly hold that the giving of free transportation in payment for any service, whether by a surgeon, attorney, or other person, or in payment for work done, whether by a day laborer on the roadbed or by an architect in the erection of a station, or in payment for any property whether real estate for station purposes or paint, or lumber, or materials for other purposes, is breach of the law and a violation of its plain purpose and intent. In other words, transportation can not be used as a medium for discharging obligations or debts. The practice of issuing transportation to local surgeons or attorneys "in consideration of services to be rendered in their respective territories as occasion may require," as explained in your letter, is not in conformity with the law as we understand it.

Responding to your further inquiry as to whether in the interchange of free transportation surgeons and attorneys may be included, I beg to advise you that the Commission has heretofore said that surgeons and attorneys regularly retained and employed by railroad companies and who give practically all their time to such service may be given free transportation in the interchange of passes between railroad companies. This ruling, however, does not apply to local surgeons and attorneys as defined in your letter and as referred to in what has been said above.

JANUARY 15, 1907.

DEAR SIR:—An unsigned communication purporting to come from your office, dated on the 11th and addressed to the chairman of the Commission, has been referred to me for a reply.

The question of the right of representatives of the International and other correspondence schools to be accorded free transportation along the lines of a carrier whose employees it is engaged in instructing in the business of railroading in its several phases has had the careful consideration of the Commission on several different occasions. In each instance, on the facts stated, we denied the right of the carriers to give and of the representatives of such schools to accept free transportation. The manner in which such schools have heretofore conducted their work on your line does not differ materially from their methods on other lines. We see no reason, therefore, for reaching a different conclusion in your case, and we hold, upon the statement made by you, that the representatives of such schools are not entitled to free transportation.

You understand, of course, that your company may lawfully hire a car or equip one of its own cars for such school purposes, and may designate its officers or employees as instructors of its men in railroading. It may also employ special instructors for the same purpose and may give free transportation to such cars and to such instructors. It may employ the International Correspondence School to do that work. The point to be observed is that a railroad company may give free transportation to its own employees in connection with

any work properly pertinent to the management of a railroad line; and it may hire others to do any such work, and as a part of the contract of hiring may undertake to transport them free of charge. It may not, however, give free transportation to persons who, for their own profit and benefit, wish to conduct a business, whatever its nature, upon and along the lines of a railroad company. To such persons the law, as we interpret it, does not authorize carriers to give free transportation.

JANUARY 19, 1907.

DEAR SIR: The matter of free transportation has been considered by the Commission with great frequency and in many different forms. Replying, therefore, as briefly and concretely as possible to your letter of the 16th I beg to say that the Commission, under the act to regulate commerce as amended June 29, 1906, has expressed the opinion that transportation can not be used in payment for labor done, or services performed, or for supplies and materials purchased. We have also said that it can not be issued in compensation for the conveyance of real estate for a right of way or for station purposes. We have also held that it can not be issued in liquidation of damages claimed by one who has been injured through the negligence of a carrier. And these rulings apply whether the real estate was purchased or the claim for damages settled prior to August 28, 1906, when the act went into effect, or afterwards. On that date any such transportation then outstanding became void and the undertaking of any carrier on the basis of any such contract thereafter to furnish free transportation was nullified by the act. In other words, the Commission holds, as I understand our attitude on these questions, that transportation can not be used as a medium for the discharge of debts and obligations of that character, whether the contract so to discharge such obligations in free transportation was dated before or after the date when the law went into effect. In answer to several inquiries we have advised the writers to consult with their counsel as to whether suit may be brought on such a contract in order to commute the value of the free transportation agreed upon into a money judgment against the carriers.

We have on several occasions also said that free transportation can not be given to any person in order, for his own benefit and profit, to carry on a business along the line of a carrier, even though the business has a more or less intimate relation to railroad matters. This ruling has been applied to inspectors of employees' watches and to solicitors of insurance companies. Although it is doubtless good policy for carriers to encourage their employees to take insurance and to have their watches regularly inspected, nevertheless such business is for the private benefit of the watch inspectors and insurance solicitors. The former are paid by the employees and the latter by the companies for which they solicit insurance. They are neither agents, officers, nor employees of the carrier. And in no sense are they entitled to free transportation. I entertain no doubt that carriers may in good faith employ inspectors of employees' watches by taking upon themselves the burden of paying for such service instead of having their employees do so. In such case I doubt not that free transportation could lawfully be issued to such inspectors. I do not see, however, how carriers could deal with solicitors of insurance on any such basis.

I have endeavored fully to answer your inquiry, but shall be glad, if all of the points in your letter have not been covered, to hear from you further. What I have said is my understanding of the attitude of the Commission on these questions.

MARCH 13, 1907.

DEAR SIR: Your letter of January 29 and your note of March 2 in relation to the desire of your company to grant free transportation to former employees who have been retired on account of old age or physical disability have had our very careful consideration.

You call our attention to the letter of December 10, 1906, of the chairman of the Commission to the Secretary of Commerce and Labor and to his letter of January 2, 1907, to the Quartermaster-General, and you express the hope that they may suggest a way by which the Commission may find itself able to sanction the issue of free transportation to your retired employees. As you will

see from the inclosed copy of the first mentioned letter it relates to a special provision in the law under which carriers are authorized to move Government property at free or reduced rates. His other letter expresses, on behalf of the Commission, the opinion that the movement of Federal troops is not within the general scope and purpose of the act to regulate commerce. Neither communication seems to me to throw much light on the question presented by you or to involve the broad and liberal theory of construction which you think ought to be applied to your inquiry.

Although your communications have had the further consideration of the Commission we find ourselves still unable to construe the law authorizing carriers to issue free transportation to their employees as embracing the right to issue free transportation to ex-employees—persons no longer actually sustaining that relation to your company and carried on your pay rolls in that capacity. In giving further reflection to the matter you will of course not overlook the fact that the provisions relating to free and reduced rate transportation were embraced in the law in order to cure an admitted evil. The well-recognized rules for statutory construction require us to put a strict rather than a liberal interpretation upon these provisions in order that the practice intended by the Congress to be corrected shall be minimized as far as possible.

But laying aside technical rules of law and technical rules for the construction of statutes, we have not been able to find anything in the language of sections 1 and 22 relating to free and reduced rate transportation that seems to afford us even a plausible basis for a favorable response to your inquiry. The classes of persons to whom free or reduced rate transportation may be granted by carriers are specifically enumerated, and the Commission can not properly enlarge the excepted classes by mere construction and include in them persons or things not thus expressly named in the statute itself. We have been compelled to so rule in a number of instances that appealed almost if not quite as strongly to our sympaties as your own application. And it would be difficult to justify any of these rulings if we were now to hold that your ex-employees, persons not on your pay rolls or performing the services of employees, could be regarded as employees for this purpose. In the administration of the law the Commission can not afford to ignore the force of its own rulings as precedents to be followed by carriers and by shippers, as well as the Commission itself. In your own communication you refer to two of our decisions and express the hope that they may be accepted as a basis for our favorable action in this case. Should we now hold that free transportation may be granted to persons who are not actual employees of your company and carried on your pay rolls as such the ruling would be promptly relied upon by others as a precedent for a further departure by the Commission from the terms of the law.

I regret to be compelled to advise you that the Commission finds itself compelled to adhere to the conclusions heretofore expressed to you in this connection.

MARCH 14, 1907.

DEAR SIRS: I have the honor to acknowledge the receipt of your letter of February 23, referring to your inquiry of January 19 as to the right of your company to receive free transportation for its manager and agents as provided for in contracts with various railroad companies, and inclosing a copy of the contract with the Wabash Railroad Company.

I was able for the first time to bring the matter to the attention of the whole Commission on Monday last. It had very careful consideration, and we were compelled to reach the conclusion that under the law your company is not entitled to free transportation.

The question of free transportation has come before us with great frequency and in many different aspects. Among others, we have had many cases where persons have enjoyed free transportation under contracts in connection with an enterprise of their own carried on along the lines of a railroad company. In all such cases we have been compelled under the new law to deny the right of the applicants to continue to use free transportation. Your case falls within the same rules. You are a manufacturer of a patent stock car. For your own profit you make and rent them to railroad companies. You have nothing to do with the operation of the cars. According to the terms of your contract of August 31, 1903, with the Wabash Railroad Company, which you have exhibited to us as typical of all your contracts, the railroad company agrees as a part of

the arrangement to repair the cars, at your expense. In order that you may inspect the cars and see that the railroad complies with the terms of its contract it has agreed to furnish free transportation to your manager and agents. Your company, or its agents, does not come within any of the classes of persons expressly enumerated in the act to whom free transportation may lawfully be granted. We are, therefore, compelled to hold that you can not lawfully receive or use free transportation.

The fact that this contract was entered into before the law went into effect does not alter the situation. It is manifest that the power of Congress to legislate in regulation of interstate commerce can not be obstructed by the private contracts of individuals. We have repeatedly held that all such contracts, so far as they provide for free transportation, must give way under the terms of the new law. I am aware of the fact that Judge Walter Evans, of the United States district court, western district of Kentucky, has rendered a decision to the contrary. But the Commission must adhere to its own view of the question until the Supreme Court of the United Sates has ruled otherwise.

It may be of interest to you to know that the case recently decided by Judge Evans has been appealed to the Supreme Court, and that a decision may be rendered in the course of two or three months. If the judgment of the lower court is affirmed, you will doubtless read of it in the papers, and it might be well for you to again call the matter to our attention at that time.

MARCH 16, 1907.

DEAR SIR: I have the honor to acknowledge the receipt of your letter of March 6, in relation to the question of the right of the family of Mr. A. R. Hinkley to use, in connection with an interstate journey, the free transportation issued to them by the Chicago, Milwaukee and St. Paul Railway Company over the Prairie du Chien branch, in accordance with the terms of an agreement entered into several years ago, the consideration for which was the conveyance of certain property to be used for right of way.

Your letter does not differ in any substantial respect, except, perhaps, in the clearness with which the matter is stated, from the many other letters which we have received involving a claim to the right to enjoy free transportation based upon a contract entered into prior to the enactment of the present law. In some of the cases that have been presented to us the contracts providing for the issuance of free transportation were executed in settlement of claims for damages for personal injuries; in others, in payment of bills for advertising service in periodicals, and in a number of instances, in part payment for the purchase of real estate for station sites and rights of way. Not only has the general principle involved been presented to us in many different aspects therefore, but every argument that could be urged in support of the validity of such contracts has been brought forward in the communications mentioned. With the benefit of all the suggestions made the question has had the very careful consideration of the Commission. And we have reached the conclusion that the effect of the new law is to annul such provisions in contracts of that kind, notwithstanding the fact that they were entered into prior to the date on which the new law became effective.

This ruling is based on the language of section 6 of the act to regulate commerce, as amended June 29, 1906, where it is provided that—

"No carrier, unless otherwise provided by this Act, shall engage or participate in the transportation of passengers or property, as defined in this Act, unless the rates, fares and charges upon which the same are transported by said carrier have been filed and published in accordance with the provisions of this Act; nor shall any carrier charge or demand or collect or receive a greater or less or different compensation for such transportation of passengers or property * * * than the rates, fares, and charges which are specified in the tariff filed and in effect at the time;"

We have been compelled to interpret the words "or different" as meaning that where the schedule of rates calls for payment in dollars and cents it is unlawful for a carrier to accept in payment for transportation anything except the proper amount in money, and it is unlawful for the passenger or shipper to make payment except in money. We regard this as a very salutary provision in the law. It prevents a railroad company from using transportation as a medium for the discharge of debts and obligations or for the purchase of labor and materials.

Free interstate transportation can not lawfully be given to any person, unless that person comes within the classes expressly enumerated in section 1 of the act to whom the prohibitions do not apply. It is unnecessary to point out the fact that the family of Mr. Hinkley do not come within the excepted classes named in the act.

Our ruling is that transportation can not lawfully be given in accordance with a contract provision of the nature above referred to and that the railroad company is acting in entire conformity with the requirements of the Federal law when it refuses to honor a State pass for an intrastate portion of an interstate journey. Under the repeated decisions of the courts an interstate journey has commenced the moment a passenger boards the train for the purpose of going to a point in another State. To permit the use of a pass on a portion of such a journey would be a clear violation of the law as it is understood and construed by this Commission.

The fact that the contract was entered into before the law went into effect does not alter the situation. It is manifest that the power of Congress to legislate in regulation of interstate commerce can not be obstructed by the private contracts of individuals. We have repeatedly held that all such contracts, so far as they provide for free transportation, must give way under the terms of the new law.

While I have no doubt of the soundness of this ruling, I deem it proper that I should advise you that a district judge of the United States for the western district of Kentucky has reached a different conclusion, and has entered a judgment sustaining the validity of a clause in a contract executed prior to the date of this law providing for the issuance of free transportation. But the Commission must adhere to its own view of the question until the Supreme Court of the United States has ruled to the contrary. The case referred to has been appealed to the Supreme Court, and a decision may be rendered in the course of two or three months. You will doubtless see the result announced in the newspapers. Should the judgment of the lower court be reversed it will have the effect of confirming the ruling of the Commission. Should the judgment be confirmed, it might be well for you to call the matter to my attention. I will then communicate with the proper officials of the * * * in regard to your matter. Until the question is finally decided we must insist that our ruling in this connection be observed by the carriers.

MARCH 19, 1907.

DEAR SIR: Answering your inquiry of the 14th instant, as to the right of express companies and railroad companies to exchange free transportation, we write to say that it is the opinion of the Commission that it is unlawful for express companies to carry at free or reduced rates freight for the officials or employees of any railroad company or express company. This view is based upon the fact that the provision of the first section, providing for free passes and interchange of passes, are confined to the transportation of persons and not property. It is not intended to intimate that an express company may not carry freight free or at reduced rates in such cases as a railroad may do for indigent persons and those covered by exceptions of that kind, nor is it intended to intimate that the railroad companies may not afford free or reduced rate transportation to officials and employees of express companies doing business on their own lines in connection therewith.

MARCH 25, 1907.

DEAR MADAM: I have the honor to acknowledge the receipt of your letter of March 14, in relation to the right under the law of the organizers, evangelists, lecturers, and officers of the Woman's Christian Temperance Union to receive and use reduced rate transportation in connection with the field work of that organization.

Section 1 of the act to regulate commerce, as amended on June 29, 1906, of which I inclose a copy, provides in substance that no common carrier subject to the provisions of the act shall issue or give any free or reduced rate ticket, or transportation, except to "its employees and their families, its officers, agents, surgeons, physicians, and attorneys at law; to ministers of religion, traveling secretaries of railroad Young Men's Christian Associations, inmates of hospitals and charitable and eleemosynary institutions, and persons engaged in charitable and eleemosynary work; to indigent, destitute and homeless persons, and to such persons when transported by charitable societies or hospitals, and

the necessary agents employed in such transportation; to inmates of the National Homes * * * etc."

The officers and workers of the Woman's Christian Temperance Union, mentioned in your letter, seem not to come within any of the classes of persons thus enumerated to whom free or reduced rate transportation may lawfully be given. While the Commission is in full sympathy with the objects and work of the Union, and appreciates what it must necessarily mean financially to the officers and representatives to give up the privileges of reduced rate transportation which they have heretofore enjoyed, we are nevertheless powerless to take any action in the matter that will be of aid to them.

We have had inquiries of this general nature from many different sources, presenting from different points of view the question of the right of persons engaged in similar work to receive and use free or reduced rate transportation. But manifestly we can only administer the law as enacted by the Congress. We have no power to legislate. The officers and field workers of your society are not excepted from the force of the operation of the so-called antipass provisions of the act to regulate commerce. We can not create a further exception to the force of the general prohibition where the Congress has omitted to incorporate into the act such exception.

I very much regret therefore to advise you that we find ourselves unable to comply with the request that we give instructions to the various passenger associations to continue to grant the reduced rate transportation to the persons in whose behalf you speak, in accordance with their previous practice.

I make this response on behalf of the whole Commission by which it had consideration to-day.

MARCH 29, 1907.

DEAR SIR: Inclosed in your letter of the 19th was duplicate advertising contract No. 296 with the Missouri, Kansas and Texas Railway Company. By its terms the Emporia Gazette "is authorized to insert during 1907 display, reading, or local notices, advertising" that company to the extent of 600 inches, at 20 cents per line, of the value, as designated in the contract, of $120. Although the contract is silent on the question of your obligation to furnish that amount of space, that is to be fairly implied and I assume that to be the meaning of the document. When you journey from Emporia you undertake, on your part, to travel over the lines of that company, and so far as you reasonably can, when the fares and accommodations are equal, to route the members of your family and your employees over that line to the exclusion of other lines. You are given the right to call upon the company for the required transportation which is "to be charged for" at the full tariff rates, any balance against either party to be settled in cash at the expiration of the contract.

This seems to be the essential substance of the document. And you ask for our view as to its validity and say that you do not desire to do anything that might have even the appearance of being an evasion of the law.

It would be an interesting labor, were the time available, and I felt that I could do it adequately, to endeavor to trace through the text-books and court decisions back to early times the development of those principles of the common law that underlie our national legislation for the regulation of interstate carriers. But it will perhaps suffice to say that such an examination of the law would demonstrate that a railroad is a public highway in legal effect substantially as is an ordinary highway. It is none the less so because it is constructed and is operated by private persons or by a corporation organized for that purpose. That fact simply establishes a private property right in the highway, which must of course not only be respected and protected but be amply rewarded from its earnings. It remains, however, a public highway. Its operation is a public function in which all citizens have an equal interest and the right under the same circumstances to be treated alike. It is because of its character as a public institution that a railroad is given the power of eminent domain and the right to exact reasonable tolls for its services.

All this emphasizes the right of the public to enjoy equal privileges at the hands of a railroad company. And so if a railroad thus clothed by the State with powers to operate a public highway in the interest of the public permits one person to pay for his transportation in a way that is not equally open to others it is guilty of a discrimination. If you may pay for your transportation in advertising, why may others not properly demand the right to pay for their transportation over its lines in the same way? To illustrate more concretely the essential wrong in such discriminations, reference may be made to some

other public function. Would it be tolerated, for instance, if some citizens could secure the use of the postal service by offering labor or services or materials in compensation for their postage stamps? Would it be long tolerated if the State authorities should permit some citizens to pay their taxes in labor, services, or supplies, while demanding cash payments from others? Manifest as would be the impropriety of such inequalities, the impropriety is no less, when the relation of a railroad company to the public is accurately considered, of a contract which permits the publisher of a newspaper or periodical or magazine to buy his transportation in advertising or other services when the same right is denied to the public at large. If a railroad may at its pleasure sell transportation for advertising, why may not a lawyer demand as of right the opportunity to make his professional abilities the medium for the payment of his traveling expenses? Why may not a laborer offer himself at a daily wage to secure his transportation? Clearly all such special privileges result in inequalities and are contrary to right and inconsistent with the public character of railroad companies. As a mere matter of equal and fair dealing railroad transportation ought to be sold only over the counter for cash exactly as each citizen must pay his taxes or buy his postage stamps in cash.

Aside from the general reasons thus briefly expressed, indicating the duty of a railroad company to sell its transportation to all on equal terms, there are special reasons to be found in the terms of the act to regulate commerce as amended June 29, 1906. In section 6 it is provided among other things that no carrier shall "charge or demand or collect or receive a greater or less or different compensation" for the transportation of passengers or property "than the rates, fares, and charges which are specified in the tariffs filed and in effect at the time." The words "or different" did not appear in the prior law. The Commission has construed them to mean exactly what on their face they seem to mean. Without exception, so far as I am advised, the railroad tariffs lawfully published and now in effect are expressed in terms of dollars and cents. And the Commission had held it to be unlawful for a carrier to receive a different compensation than that specified in the tariffs, namely, the amount in dollars and cents. We have therefore said that transportation can not be purchased by advertising. We have held that carriers can not use transportation over their lines as a currency with which to pay for labor, services, or supplies. And I entertain the belief that upon an examination of the act and of the reasons here assigned for the conclusions reached by the Commission, you will not fail to concur in that view. The fact that the accounts between a publisher and a railroad company are to be finally balanced and the difference paid in cash is not material. If a railroad company wishes advertising it can order and pay for it. If a publisher desires to travel he can buy his transportation by paying cash for it. If a railroad company permits him to work out his transportation in advertising or in any other service it violates the terms of its published tariffs which demand payment in dollars and cents. It also violates its duty to the public at large by giving one citizen a way of securing transportation which it must of necessity deny to others.

APRIL 4, 1907.

DEAR SIR: Answering yours of the 29th ultimo, I was not present at the time the rule in tariff circular 12-A, relative to movements of circuses, was adopted by the Commission. I, however, am informed as to the reasons and views under which that rule was made. Section 6 of the act prohibits a carrier from participating in the transportation of passengers or property, unless the rates, fares, and charges upon which the same are transported have been filed and published. The Commission therefore believes that a tariff must be issued in which are quoted the rates contained in the contract under which a circus is transported. The difference between transportation of a circus and ordinary transportation is appreciated. The movement of a circus involves the movement of men, animals, and dead freight all on one train. You will note that the rule of the Commission authorizes the establishment of such tariffs effective one day after filing with the Commission and relieves the carrier of the duty of posting such tariffs at the stations.

I am instructed by the Commission to say that in their opinion it is lawful and permissible to include in the contracts for movement of a circus the movement of one or more advertising cars in which certain employees of the circus

may be employed and transported, but that all agents traveling upon the ordinary and regular trains of the company must travel on transportation purchased under regular tariffs.

APRIL 22, 1907.

DEAR SIR: I had intended to answer your letter of April 1, inclosing one from the vice-president of the Westinghouse, Church, Kerr Company, engineers of New York, and was under the impression that I had done so, having conferred with the other members of the Commission in respect thereto.

Upon the statement of facts set forth in the letter referred to, dated March 6, it is the opinion of the Commission that parties performing the work as therein stated under the employment of railroad companies would be employees of such companies, and that it would not be unlawful for the railway companies employing them to furnish them free or reduced rate transportation in connection with the work about which they are employed on the respective roads by whom they are engaged.

APRIL 26, 1907.

DEAR SIR: The Commission has had under consideration the matter of the advertising contracts, which your railway, with others, is making with publishers, by which either avowedly or substantially transportation is exchanged for advertising. It is the view of the Commission that these contracts are not lawful. The provision of section 6 of the act, that no carrier charge or demand or collect or receive a greater or less or different compensation for transportation of passengers or property than the rates, fares, and charges specified and filed in its published tariffs, seems to be controlling this matter. The same view is taken of the practice followed by your road with regard to issuing passes to bondsmen in the Territories.

I write you in this way because it is reported to me by our special agent that you desire to abandon these contracts in case they be declared unlawful. If you do not desire to accept this ruling of the Commission, we would be willing to cooperate with you in arranging a test case for early decision.

APRIL 30, 1907.

Commission holds that ruling made as to care takers of stock permits owner of stock to receive the refund of fare paid to point of stock delivery where he goes to meet or take shipment actually in transit or actually provided for, and return with stock as care taker. Prohibition of ruling governs those who go out to buy stock. Care takers may be sent to meet stock and bring it in, and free transportation is permissible to them.

MAY 4, 1907.

DEAR SIR: Replying to yours of the 29th ultimo, addressed to the chairman of this Commission, requesting advice as to whether or not you may lawfully use free transportation afforded you by the Seaboard Air Line, as commissioner for the city of Savannah to the Ter-Centennial Exposition at Jamestown.

We inclose herewith copy of the amended act to regulate commerce, by reference to the first section of which you will note the provision relating to the use of free passes, etc. The exceptions to the antipass clause are specific and we can find no provision therein which would permit the use of free passes by persons going to the exposition as commissioners, etc.

MAY 29, 1907.

DEAR SIR: Yours of the 20th at hand. I beg to assure you that it is not the desire of the Commission to embarrass anyone unnecessarily in the administration of the law nor to avoid any of the obligations that rest upon us. It is, however, not possible for us to answer the question whether or not your company is a common carrier subject to the provisions of the act to regulate commerce, on any information that has so far been furnished us.

If a railroad subject to the terms of the act has a lawfully published tariff regulation that it will haul free of extra charge a special car occupied by persons paying 18 first-class fares, as per tariff rates on day of movement, and a person organizes a company to occupy a special car and pays the railroad company its tariff rates for their transportation, there would seem to me, speaking for myself, to be no objection to a railroad's transporting the car, and the question of arranging the rental for the car or the price paid by the occupants for accommodations therein would be a matter among yourselves, provided the car was not the property of or provided by a sleeping car company that is amenable to the terms of the act and that is obliged to file its tariff charges.

I understand that your company is incorporated in Wisconsin under a charter authorizing you to organize and conduct special parties and to own, operate, purchase, and sell railway cars. I understand that the corporate name of the Wisconsin Outing Tour Club is changed to the J. M. Turner Hotel Car Company. In this connection we would be glad to have answers to the following question:

How many cars are in the possession and use of your company?

Does your company own these cars or are they rented or leased from another company?

Does your company provide the materials from which the meals furnished to passengers are prepared?

Do you rent or lease your cars, except as they are operated by yourselves in the transportation of special parties transported over the different railroads at the established lawful fares as per the tariffs of those railroads?

I think that answers to these questions will probably permit me to answer your inquiry as to whether or not your company is a common carrier amenable to the act to regulate commerce.

MAY 29, 1907.

DEAR SIR: Referring further to yours of the 17th ultimo, addressed to the chairman of the Commission, relative to proposed refund of passenger fare to Mr. R. M. McBride, who was in charge of 2 locomotives transported over your line from Hagerstown, Md., to Bristol, Va., January 7, 1907, on account of the Nashville, Chattanooga and St. Louis Railway, I have to state upon consideration of the facts related by you, the Commission deems it proper that the refund in this case amounting to $6.34 should be made, the transaction in question having occurred prior to the decision rendered by the Commission January 21, 1907, to the effect that a commodity rate can not be applied to the transportation of passengers, your tariffs prior to this decision having provided that the transportation of a caretaker in charge of locomotives should be included in the freight rates.

JUNE 7, 1907.

DEAR SIR: Yours of June 6, addressed to the chairman of this Commission, has been referred to me for reply.

The Commission has had occasion to consider the question presented by you and has reached the conclusion that only "customs inspectors" proper, that is to say, those customs officers who have occasion to travel upon the railroads in the discharge of their duties as inspectors of merchandise, are entitled to free transportation. Special Treasury agents and other employees of that Department, who go incidentally from place to place for the purpose of discharging their duties, are not included.

JUNE 10, 1907.

DEAR SIR: Replying to your notation on letter from our Auditor, dated April 6, in which he returned your advice No. 2, dated April 3, with statement that the information therein contained should be published in the form of a tariff or amendment to a tariff has, owing to the enormous amount of work which has devolved upon our tariff department incident to the new law, been very much delayed. This advice contains, under the notation "Attendant with horses," "where a shipper will agree to send an attendant with a shipment of one or more horses over our lines, this company will grant half-fare ticket to such attendant for transportation one way."

Will you advise the Commission under what provision of the act to regulate commerce you rely for defense of the proposition that an express company may grant half fare for persons, when the express company does not publish any fares for persons. In its tariff circular No. 6-A, of date November 16, 1906, the Commission stated that provisions for necessary care takers of live stock, poultry, and fruit must be published in the tariff governing the transportation of the commodity. In accordance with that ruling it is necessary, if your company grants free passage or reduced rate transportation to the attendant with shipments of horses, that it be made the subject of a tariff provision.

JUNE 17, 1907.

DEAR SIR: In reply to yours of the 14th instant, relating to the right of detectives and other members of the police force to accept free transportation on street railway lines in the District of Columbia, I write to say: The Commission is of the opinion that the act to regulate commerce, including the amendments of last year, contains no provision which makes it unlawful for street railway companies to give free transportation within the District of Columbia to the officers and members of the police force of the District, or for such officers and members to receive free transportation on street railway lines within the District.

JUNE 18, 1907.

DEAR SIRS: In your letter of the 15th, you inquire on behalf of the Chicago and Alton Railway Company whether that road may lawfully issue free return transportation to a care taker from the point where he reaches your rails on his return journey, without regard to the point where the car he accompanied on the outgoing journey left your rails.

In my judgment, and pending the receipt of further light on the question, it will satisfy the requirements of law if the transportation actually accorded the care taker on his return journey does not exceed in value, according to the published tariffs, the passenger rates from the point where the car which he accompanied on the outgoing journey left your rails. If, by way of illustration, the care taker on his return journey reaches your rails at Chicago and the fare from Chicago to his home or to the junction point where you received the shipment exceeds the fare to the same point from Dwight, where the car on the outgoing journey left your rails, it might fairly be regarded as unlawful transportation. If, on the outgoing journey, the shipment leaves your rails at a point from which there is no passenger service, it seems to me that transportation may lawfully be given to the care taker from the first passenger station on either side of such point.

This seems to me to be a reasonable and practicable adjustment of a rather interesting question. I shall be glad, however, to have the benefit of your own views should they vary materially from what is here said.

JUNE 21, 1907.

DEAR SIR: In your letter of the 7th you inclose a copy of your communication of the same date to the president of the St. Louis and San Francisco Railroad Company, in which you expressed the opinion that railway-mail service employees and post-office, customs, and immigration inspectors might use free transportation, not only while in the discharge of their public duties but also when traveling unofficially and for their personal pleasure or profit. I need not assure you that in reading this expression of your interpretation of the so-called antipass clause of section 1 of the act I indulged the presumption that your construction of it must necessarily be the correct one. I am compelled to say, however, that a further and more careful examination of that provision has led me to a different conclusion, which I will now endeavor to set forth as clearly and as briefly as possible as a further response to your inquiry.

If you will again examine that clause of section 1 you will see that the several classes of persons who may lawfully enjoy free transportation as they are there enumerated seem to divide themselves into three groups, as follows: (1) To its employees and their families, its officers, agents, surgeons, physicians, and attor-

neys at law; (2) to ministers of religion, traveling secretaries of railroad Young Men's Christian Associations, inmates of hospitals and charitable and eleemosynary institutions, and persons exclusively engaged in charitable and eleemosynary work; to indigent, destitute, and homeless persons * * * to inmates of the National Homes or State Homes for Disabled Volunteer Soldiers, and for Soldiers' and Sailors' Homes * * * and Boards of Managers of such Homes; (3) to necessary care takers of live stock, poultry, and fruit; to employees on sleeping cars, express cars, and to linemen of telegraph and telephone companies; to Railway-Mail Service employees, post-office inspectors, customs inspectors, and immigration inspectors; to newsboys on trains, baggage agents, witnesses attending any legal investigation in which the common carrier is interested, persons injured in wrecks and physicians and nurses attending such persons.

1. The classes enumerated in the first group are limited, as you will see, to persons actively connected with the operation of railroads or with the administration in various capacities of their affairs.

2. The classes enumerated in this group embrace persons who are either engaged in administering charities or are the object of charitable aid.

3. The classes enumerated in this group have to do with the affairs of persons, firms, or corporations engaged in business along the line of railroads. They are in the service of such other companies or persons and are not in the employ of the railway companies.

It seems clear that if a railroad company is willing to give free transportation to its own employees when traveling on personal account no public interest or principle of public policy is adversely affected. I have no difficulty therefore in holding that the persons comprised within the first group of enumerated classes may use transportation for their personal benefit or pleasure.

Now as to the second group: There seems to be no reason why a railroad corporation, as well as a private citizen, may not do charity without offending public policy. And as persons who give their lives to religious and charitable works are usually excluded from the attainment of wealth and usually enjoy limited incomes, I have little difficulty in concluding that carriers, if they choose to do so, may give them annual passes to be used by them when traveling in connection with the charities which they are administering or when traveling for their personal benefit or pleasure. Perhaps this could not be said of persons who are the objects of charity. There is little likelihood, however, of any abuse in connection with such persons of the right to give and receive free transportation.

The third group seems to stand in an altogether different position. That part of the clause seems to me to have been intended to enumerate a class of capacities rather than of persons, and to imply a limitation of the right to use free transportation to the occasions of actual employment in the designated capacity.

If the reason of the law as well as its precise terms is to be taken into consideration in construing the antipass provision, it would seem to be clear, for example, that a person who serves as care taker of a shipment of live stock, poultry, or fruit can not lawfully use free transportation, except while actually so engaged or on his return journey. The words "employees on sleeping cars and express cars" clearly imply a limitation to occasions when such employees are actually engaged in their respective capacities, and, as an incident to such right, when returning from such employment. I can not believe that the intent of Congress was to open the right of free transportation to such persons for their personal pleasure and profit. And if this be true as to them it necessarily follows that the same limitation is imposed upon linemen of telegraph and telephone companies, upon newsboys, baggage agents, witnesses for carriers in pending cases, and nurses and physicians called in cases of accident or similar emergency. And if the limitation applies to those enumerated classes how can it be said that the restriction does not apply also to employees of the railway-mail service and to post-office, customs, and immigration inspectors?

I realize of course that it would be wholly impracticable to supply persons of the classes enumerated in the third group with special passes for each trip when on duty or to issue trip passes for the return journey. It may be also that it would be difficult for a carrier to ascertain whether such a person using an annual pass was returning from his employment or was traveling for his personal pleasure or profit. But it is clear to me that an inspector who uses free transportation, except in connection with the actual performance of his duties, or on the return journey, would be guilty of a breach of the law and

that a carrier knowingly permitting him to use free transportation for his personal benefit or pleasure would also subject itself to the penalties of the law.

It may be well to add that I submitted this construction of the antipass clause to my colleagues in conference on Monday last and that it met with their approval. So that what is here said may be taken as the view of the Commission, so far as it may be responsive to your specific inquiry in relation to railway mail service employees and post-office, customs, and immigration inspectors.

JUNE 28, 1907.

DEAR SIR: The statement you make in your letter of the 19th instant, in answer to mine of the 10th in connection with your advice No. 2, dated April 3, regarding provision therein that your company will grant half fare one way to attendant accompanying shipment of one or more horses, is noted.

Upon consideration, in view of the provision in section 1 of the act to regulate commerce excepting "necessary care takers of live stock" from the free-pass prohibition, it seems that it is permissible for an express company to grant such half-rate fare in connection with the railroads with which it has contracts, over the line of which the express company operates and via the route which the shipment moves * * *.

JULY 1, 1907.

DEAR SIR: Assuming that Mr. John J. Rooney, a member of your firm, by definite personal appointment as distinguished from your own appointment, is an attorney of the Grand Trunk Railway system, holding to that system such a definite and substantial relation as to entitle him to use free transportation over that system and to participate in the interchange of free transportation which carriers are authorized under the law to make for their officers, agents, and employees and their families, the question propounded in your letter of the 26th will then be whether the father and sister of Mr. Rooney, who live with him, are entitled to use free transportation on the theory that they are members of his family, as that word is used in the act to regulate commerce.

As you are aware, that part of the so-called antipass provision of section 1 that permits a carrier to issue free transportation to its employees, officers, agents, physicians, and attorneys at law, permits passes to be isued, according agents, surgeons, physicians, and attorneys at law, permits passes to be issued, according to its strict language, only to the families of employees; it does not permit free transportation to be given to the families of its officers, agents, surgeons, physicians, and attorneys at law, although in the provision relating to the interchange of free transportation by common carriers the families of officers, agents, and employees are included within the privilege. The Commission, however, has held that by reasonable intendment a carrier may issue free transportation to the families of its officers, agents, surgeons, physicians, and attorneys at law as well as to the families of its employees. Assuming therefore that Mr. Rooney may properly be considered an attorney of the Grand Trunk Railway System and as to this we express no opinion, because your letter does not advise us sufficiently of the actual basis of his relation to that company—the only question left for consideration is whether his sister and father, in contemplation of law, may be regarded as members of his family.

An examination of the decisions in which that work has been construed by the courts shows that it is of very flexible meaning. Under some statutes relating to homestead rights a family has been held to include only the father and mother and their children. Under other statutes a broader significance has been attached to the word. It has also received various constructions in cases involving contested rights under testamentary instruments and rights under deeds of trust. I shall not attempt, however, to analyze those decisions or to ascertain what is the general construction put upon the word by the courts. Under some decisions it includes mere kindred. Under other decisions it signifies a group of persons closely related by marriage. Other courts hold a family to mean a group of persons whom the head of the household is under either a legal or a moral obligation to support. It seems to me that, for the purposes of this act, a reasonable definition of a family would include persons who are related by blood or marriage and habitually reside together under one roof and are actually dependent for support upon the person who acts as the head of the *household. Applying* this view to Mr. Rooney's case I should say that if he, and

not his father, is the head of the household and if his father and sister look to him for support and are actually dependent upon him for support, and he himself is otherwise lawfully entitled to use free transportation, they also may lawfully be given free passes.

It may be well to add that your inquiry and this reply were presented to the Commission in conference to-day and what I have here said was approved.

NOVEMBER 5, 1907.

DEAR SIR: The Commission is in receipt of your letter of the 22d ultimo, inclosing copy of contract into which you have entered with the (railway company).

Section 1 of the act to regulate commerce, provides that the prohibition against the issuance of free passes, free transportation, or free tickets, shall not include bona fide and actual employees of common carriers engaged in interstate commerce. Therefore if you came within that class there could be no question of the right of the (road) to furnish you with a pass; but it would have no right to furnish you with such free pass or free transportation unless you were actually an employee or came within one of the classes excepted from the prohibition of the first section. The correspondence which has passed between the Commission and yourself has been submitted to the Commission as a whole, and it is its conclusion that the terms of the contract, copy of which you submitted, do not present a situation or condition under which the (carrier) may lawfully grant you free transportation on account of your having a contract with it. The Commission holds that you are not, under that contract, an employee of the (railway).

DECEMBER 7, 1907.

DEAR SIR: Referring to your letter of September 16, and expressing myself as briefly as possible because of the pressure of other matters, I beg to say that the Commission is of the opinion that a minister of religion who ceases actively to follow his profession and becomes the president of an educational institution is no more entitled to receive and use free transportation than would be a minister who, while retaining his title and right to administer the sacraments of his church, abandons that career and engages in some other professional or commercial pursuit.

The view of the Commission is that a similar answer must be made to your inquiry covering free transportation to Sisters of Charity, superintending or teaching in educational institutions, at which tuition is charged.

The fact that a person may freely give his or her services to a public institution does not necessarily bring that person within the excepted classes enumerated in the act. The character of the institution is the determining factor. If the institution itself is of the nature indicated in the act, those persons who are engaged in its service, whether compensated for their labors or not, are entitled to use free transportation. On the other hand, even though they are not compensated for their labors, persons in the service of institutions that are not charitable or eleemosynary in the sense in which those words are used in the act are not entitled to use free transportation.

DECEMBER 14, 1907.

DEAR SIR: Yours of the 10th instant, in reference to issuance of time passes in favor of banana messengers received. In the view of the Commission the provisions of the law authorizing the issuance of passes to necessary care takers of live stock, poultry, and fruit limits the issuance of such passes to actual and necessary care takers who actually accompany such shipments while they are in transit. The exception is also limited to the transportation necessary for such care taker to actually accompany the shipment and to return to the place from which he started, or to start from the destination of the shipment, go to where he meets or takes charge of it, and return to such destination. In our opinion the law does not permit the issuance of time or annual passes to such care takers, because the use of such passes can not be controlled and limited within the provisions of the act. We do not believe it is at all lawful to issue time or annual passes to so-called banana messengers or care takers of bananas; and in addition to the above reasons, from the information we have it does not ap-

pear that such banana messengers act as actual care takers of shipments of bananas. Generally speaking, they are, according to the information we have, agents sent out to determine the price and purchase bananas, or arrange for the routing, diversion, or reconsignment of bananas, dependent largely upon the conditions of the fruit. We never have had, nor have we now, information to the effect that it is necessary for men to ride in the car with the bananas or in the train in which the bananas are transported; but if it is necessary for a care taker to go with the shipment of bananas on the car in which the shipment is hauled, and actually care for the fruit by opening the ventilators or performing other service, your company has an undoubted right to issue transportation for that trip, and while such messenger is so employed, but your right does not extend beyond that limit. It is the judgment of the Commission that the practice which you have followed is wholly improper.

JANUARY 16, 1908.

DEAR SIR: Your communication of the 10th and your letter of previous date, in which you inquire whether carriers may lawfully grant free transportation to the car "Good News" and to yourself and other officers of the National Florence Crittenton Mission who go with it around the country in connection with that work, came before my colleagues in conference yesterday.

I found that they had no lack of sympathy for your work and it seemed to be their general view, as the facts are stated by you, that you are engaged in a charitable mission as the word "charitable" is used in that part of section 1 of the act that relates to free transportation. But the Commission in this case is unwilling, as it has been in many other cases, to decide and officially announce that you are entitled to free transportation on the ground that your work is of a charitable nature. This I explained in my previous letter to you. Whether you are engaged in charitable work is a question that the railroad companies can properly decide for themselves upon their own investigation, being responsible, of course, under the law if the facts do not bear out their conclusions. So far as the Commission is concerned it sees nothing in your work, as you explain it, that would justify it in saying that you are not entitled to free transportation under section 1 of the law.

I have been directed by the Commission to make this response to your inquiry, and you are at liberty to make use of it in your conference with the railroad companies.

JANUARY 16, 1908.

DEAR SIR: I have the honor to acknowledge the receipt of your letter of the 2d, with the inclosures, touching the matter of the right of the Bureau of Insular Affairs to contract for the Philippine government for the transportation at special through rates by rail and Pacific Ocean steamers between the United States and Manila of (*a*) employees of the insular department whose fares are paid by the Government and (*b*) employees, members of their families, students, and others, whose fares are not actually paid by the Government although settled for by the Government with the transportation company; and to say that I brought the matter to the attention of my colleagues in conference yesterday, where it was fully considered.

In reply I beg to advise you that the view of your counsel is in accord with the views entertained by the Commission. We see no provision of law under which special through rates may be accorded to either of the two classes of persons that you describe. Under no theory of construction could either class be said to come within the provisions of that part of section 1 that relates to free transportation. And as you are well aware section 22 of the act, so far as it touches the right of the United States, State, or municipal governments to enjoy free or reduced rates, is confined under its express terms to the carriage, storage, or handling of property.

While the Commission is not lacking in sympathy with the object sought to be accomplished by the Philippine government and the Bureau of Insular Affairs we see no way under the law by which the carriers may lawfully accord special privileges in the transportation of such persons. So far as the express terms of the law are concerned, the Philippine government can enjoy no greater rights than a State government would be if it made a similar request.

I see no further suggestion that can be made in this connection. * * *

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 232.

ACCEPTANCE BY INTERNATIONAL CONGRESS OF HYGIENE AND DEMOGRAPHY OF INVITATION TO HOLD SESSION AT WASHINGTON IN 1910.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

A REPORT BY THE ACTING SECRETARY OF STATE WITH A NOTE FROM THE IMPERIAL GERMAN AMBASSADOR COMMUNICATING THE ACCEPTANCE OF THE INTERNATIONAL CONGRESS ON HYGIENE AND DEMOGRAPHY OF THE INVITATION TO HOLD ITS NEXT SESSION AT THE CITY OF WASHINGTON IN 1910.

FEBRUARY 10, 1908.—Read; referred to the Committee on Foreign Relations and ordered to be printed.

To the Senate and House of Representatives:

I transmit herewith a report by the Acting Secretary of State covering a note from the Imperial German ambassador by which is communicated the acceptance by the International Congress on Hygiene and Demography of the invitation extended to it in pursuance of the joint resolution of Congress approved February 26, 1907, to hold its next session at the city of Washington in 1910.

THEODORE ROOSEVELT.

THE WHITE HOUSE, *February 10, 1908.*

The PRESIDENT:

The undersigned, the Acting Secretary of State, has the honor to lay before the President, with a view to its transmission to the Congress, a translation of a note from the German ambassador communicating to the Government of the United States the thanks of the International Congress on Hygiene and Demography for, and its

acceptance of, the invitation to hold its next session at the city of Washington in 1910, which was extended to it in pursuance of the joint resolution of Congress approved February 26, 1907, which reads as follows:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, authorized and requested to extend an invitation to the Twelfth International Congress of Hygiene and Demography, held at Berlin in nineteen hundred and seven, to hold its thirteenth congress in the city of Washington, District of Columbia, anno Domini nineteen hundred and nine or nineteen hundred and ten.

Respectfully submitted.

ROBERT BACON, *Acting Secretary.*

DEPARTMENT OF STATE,
Washington, February 5, 1908.

[Translation.]

IMPERIAL GERMAN EMBASSY,
Washington, December 28, 1907.

Mr. SECRETARY OF STATE:

The Fourteenth International Congress for Hygiene and Demography adopted a regular resolution in its concluding session on September 28 last to accept with thanks the invitation extended by President Roosevelt through the official American delegates and to hold the Fifteen International Congress for Hygiene and Demography in 1910 at Washington.

In compliance with a request of the permanent committee of the Congress for Hygiene and Demography, I have the honor by instruction to request your excellency to communicate to the United States Government the thanks of the congress for the invitation and to state to it that the congress has accepted the invitation.

I should be greatly obliged for information as to the action taken, and avail myself of this opportunity to renew the assurances of my most distinguished consideration.

STERNBURG.

His Excellency Mr. ELIHU ROOT,
Secretary of State.

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STATISTICS ON BANKING AND CURRENCY.

Mr. ALDRICH presented the following

STATISTICS ON BANKING AND CURRENCY IN THE UNITED STATES AND OTHER COUNTRIES, COMPILED FOR THE SENATE COMMITTEE ON FINANCE IN CONNECTION WITH SENATE BILL 3023, TO AMEND THE NATIONAL BANKING LAWS.

FEBRUARY 11, 1908.—Ordered to be printed.

MONEY IN THE UNITED STATES.

Distribution of money in the United States, showing the amount in the Treasury as assets, in reporting banks and elsewhere, from June 30, 1892, to 1907, is stated in the following table:

Year.	Coin and other money in the United States.	Coin and other money in Treasury as assets.		Coin and other money in reporting banks.		Coin and other money not in Treasury or banks.			In circulation, exclusive of coin and other money in Treasury as assets.	
		Am't.	Per cent.	Am't.	Per cent.	Am't.	Per cent.	Per capita.	Am't.	Per capita.
	Millions.	*Millions.*		*Millions.*		*Millions.*			*Millions.*	
1892	$1,752.2	$150.9	8.60	$586.4	33.48	$1,014.9	57.92	$15.50	$1,601.3	$24.44
1893	1,738.8	142.1	8.17	515.9	29.68	1,080.8	62.15	16.14	1,596.7	23.85
1894	1,805.0	144.2	7.99	688.9	38.17	971.9	53.84	14.21	1,660.8	24.28
1895	1,819.3	217.4	11.95	631.1	34.69	970.8	53.36	13.89	1,601.9	22.93
1896	1,799.9	293.5	16.31	531.8	29.55	974.6	54.14	13.65	1,506.4	21.10
1897	1,905.9	265.7	13.95	628.2	32.96	1,012.0	53.09	13.87	1,640.2	22.49
1898	2,073.5	235.7	11.37	687.7	33.17	1,150.1	55.46	15.43	1,837.8	24.66
1899	2,190.0	286.0	13.06	723.2	33.02	1,180.8	53.92	15.51	1,904.0	25.01
1900	2,339.7	284.6	12.16	749.9	32.05	1,305.2	55.79	17.11	2,055.1	26.94
1901	2,483.1	307.8	12.39	[a] 794.9	32.02	1,380.4	55.59	17.75	2,175.3	27.98
1902	2,563.2	313.9	12.24	[b] 837.9	32.69	1,411.4	55.07	17.90	2,249.3	28.43
1903	2,684.7	317.0	11.80	[c] 848.0	31.59	1,519.7	56.61	18.88	2,367.7	29.42
1904	2,803.5	284.3	10.14	[d] 982.9	35.06	1,536.3	54.80	18.77	2,519.2	30.77
1905	2,883.1	295.2	10.24	[f] 987.8	34.27	1,600.1	55.49	19.22	2,587.9	31.03
1906 [i]	3,069.9	333.3	10.86	[g] 1,010.7	32.92	1,725.9	56.22	20.39	2,736.6	32.32
1907	3,115.6	342.6	11.00	[h] 1,106.5	35.51	1,666.5	53.49	19.36	2,773.0	32.22

[a] $12,567,265.
[b] $10,125,909.
[c] $9,240,801.
[d] $7,620,304.
[f] $6,301,899
[g] $5,661,868.
[h] $7,250,574 in banks of island possessions not included in these returns.
[i] Revised figures.

Number of national banks, aggregate capital, surplus and undivided profits, loans and discounts deposits, and United States deposits, at date of each call from June 9, 1903, to November 12, 1906.

	Number of banks.	Capital, surplus and undivided profits.	Loans and discounts.	Deposits. [a]	United States deposits.
1903.					
June 9	4,939	$1,285,689,586	$3,415,045,751	$4,420,957,114	$139,385,372
Sept. 9	5,042	1,310,094,108	3,481,446,772	4,392,019,247	140,411,999
Nov. 17	5,118	1,323,407,306	3,425,085,581	4,349,196,888	153,276,819
1904.					
Jan. 22	5,180	1,329,118,381	3,469,195,044	4,631,430,093	155,399,161
Mar. 28	5,232	1,340,507,450	3,544,998,559	4,645,792,956	151,796,042
June 9	5,331	1,349,016,676	3,595,013,467	4,731,918,469	103,014,690
Sept. 6	5,412	1,353,914,902	3,726,151,419	5,029,270,258	100,965,683
Nov. 10	5,477	1,371,417,193	3,772,638,942	5,229,303,039	101,336,915
1905.					
Jan. 11	5,528	1,367,088,559	3,728,166,086	5,156,083,816	97,417,634
Mar. 14	5,587	1,386,043,600	3,851,858,473	5,341,618,673	84,705,236
May 29	5,668	1,406,858,468	3,899,170,328	5,340,554,971	65,570,521
Aug. 25	5,757	1,420,164,186	3,998,509,152	5,455,297,906	52,351,688
Nov. 9	5,833	1,441,484,755	4,016,735,498	5,503,244,613	51,600,587
1906.					
Jan. 29	5,911	1,451,356,982	4,071,041,165	5,693,724,213	52,207,533
Apr. 6	5,995	1,470,672,289	4,141,176,699	5,545,115,192	64,133,037
June 18	6,053	1,491,293,153	4,206,890,078	5,910,128,203	80,922,910
Sept. 4	6,137	1,505,881,777	4,298,983,316	5,799,995,691	96,775,895
Nov. 12	6,199	1,535,187,753	4,366,045,296	5,900,925,910	129,193,379
1907.					
Jan. 26	6,288	1,551,605,520	4,463,267,629	5,795,042,885	145,891,090
Mar. 22	6,344	1,579,435,694	4,535,844,098	5,907,669,499	140,801,794
May 20	6,429	1,604,103,955	4,631,143,691	6,009,676,719	170,062,674
Aug. 22	6,544	1,631,309,667	4,678,583,968	6,915,612,382	143,282,393
Dec. 3	6,625	1,651,854,592	4,585,337,094	5,565,915,053	223,117,082

[a] Includes bank deposits.

SAVINGS BANKS.

Number of savings banks, their aggregate capital, surplus and profits, loans and discounts, and deposits, on or about June 30, 1903, 1904, 1905, and 1906.

	Number of banks.	Capital, surplus, and undivided profits.	Loans and discounts.	Deposits.
June 30—				
1903	1,078	$239,022,731	$1,347,864,141	$2,815,844,838
1904	1,157	242,453,752	1,410,907,094	2,919,335,434
1905	1,237	259,483,013	1,533,243,269	3,093,353,341
1906	1,319	267,230,676	1,675,951,472	3,308,085,352
1907	1,415	268,920,515	1,832,454,969	3,495,410,087

OTHER BANKS (EXCLUSIVE OF NATIONAL AND SAVINGS BANKS).

Number of banks, aggregate capital, surplus and undivided profits, loans and discounts, and deposits, on or about June 30, 1903, 1904, 1905, and 1906.

	Number of banks.	Capital, surplus, and undivided profits.	Loans and discounts.	Deposits. [a]
June 30—				
1903	7,667	$1,070,710,227	$2,925,145,679	$3,800,620,296
1904	8,362	1,161,904,853	2,924,988,874	4,108,819,810
1905	9,505	1,236,359,202	3,538,845,116	4,830,918,994
1906	10,533	1,365,612,249	3,944,720,986	5,205,555,044
1907	11,902	1,462,912,757	4,267,442,566	5,663,069,717

[a] Includes bank deposits.

Circulation statement, July 1 of years indicated.[a]

Year.	Gold coin and bullion in Treasury.	Gold certificates.	Standard silver dollars.	Silver certificates.	Subsidiary silver.
1903	$621,545,146	$379,043,889	$72,349,806	$455,079,538	$92,195,600
1904	646,586,319	464,806,629	71,561,684	462,578,715	94,603,028
1905	655,976,787	487,661,449	73,680,659	456,142,715	100,748,873
1906	673,327,609	518,092,969	77,073,327	471,964,597	111,401,668
1907	698,762,929	602,973,499	81,694,518	470,375,262	121,755,976

Year	Treasury notes of 1890.	United States notes.	Currency certificates.	National bank notes.	Total amount in circulation.
1903	$19,109,670	$336,591,372	.....	$400,408,189	$2,376,323,210
1904	12,927,287	334,491,977	.....	433,595,888	2,521,151,527
1905	9,342,341	332,691,311	.....	480,472,336	2,596,716,471
1906	7,338,598	336,401,454	.....	548,883,608	2,744,483,830
1907	5,975,545	342,713,692	.....	590,090,835	2,914,342,256

[a] From monthly circulation statements issued by Division of Loans and Currency Treasury Department.

Amount of lawful money held by national banks, also national-bank notes, from February 13, 1900, to December 3, 1907.

Date.	Lawful money.	National-bank notes.
1900.		
Feb. 13	$476,554,317	$19,736,286
Apr. 26	504,249,132	24,846,436
June 29	502,964,231	25,078,170
Sept. 5	520,459,903	25,416,666
Dec. 13	501,807,168	24,703,730
1901.		
Feb. 5	552,342,475	24,978,528
Apr. 24	549,857,938	26,465,478
July 15	540,800,167	25,258,411
Sept. 30	539,555,622	23,681,783
Dec. 10	520,770,856	24,957,145
1902.		
Feb. 25	561,764,854	23,483,765
Apr. 30	558,244,787	24,919,204
July 16	569,618,260	26,171,303
Sept. 15	507,993,738	22,861,873
Nov. 25	532,591,770	23,168,903
1903.		
Feb. 6	570,597,719	23,394,425
Apr. 9	536,214,834	24,619,614
June 9	552,209,207	27,625,685
Sept. 9	554,306,027	26,497,330
Nov. 17	520,615,778	25,510,101
1904.		
Jan. 22	614,626,152	28,336,554
Mar. 28	617,515,584	25,524,600
June 9	658,393,318	28,795,425
Sept. 6	661,456,529	26,826,955
Nov. 10	642,130,790	27,530,385
1905.		
Jan. 11	669,971,553	32,637,401
Mar. 14	641,153,633	27,515,271
May 29	649,265,050	28,324,161
Aug. 25	665,553,300	29,182,633
Nov. 9	622,092,079	31,183,157
1906.		
Jan. 29	668,303,290	30,595,42
Apr. 6	620,494,866	28,985,10
June 18	651,233,604	28,283,31
Sept. 4	626,012,411	28,261,46
Nov. 12	634,550,158	28,814,21
1907.		
Jan. 26	595,503,522	28,676,517
Mar. 22	656,220,551	27,763,228
May 20	691,591,148	28,100,495
Aug. 22	701,623,533	31,241,127
Dec. 3	660,784,784	[illegible]

Circulation statement, February 1, 1908.

	General stock of money in the United States.		[a] Held in Treasury as assets of the Government.	
	January 1, 1908.	February 1, 1908.	January 1, 1908.	February 1, 1908.
Gold coin (including bullion in Treasury)	[b]$1,604,530,493	$1,628,600,555	$188,951,451	$176,888,590
Gold certificates [c]	.....	.....	60,393,520	40,586,510
Standard silver dollars	562,770,982	562,849,982	42,554	8,588,890
Silver certificates [c]	.....	.....	3,684,653	11,290,360
Subsidiary silver	139,630,994	141,517,793	4,650,135	10,816,738
Treasury notes of 1890	5,479,000	5,400,000	9,944	7,516
United States notes	346,681,016	346,681,016	1,405,594	7,509,361
National bank notes	690,130,895	695,402,762	11,096,231	30,401,444
Total	3,349,223,380	3,380,452,108	270,234,082	286,089,409

	Money in circulation.			
	January 1, 1908.	February 1, 1908.	February 1, 1907.	January 1, 1879.
Gold coin (including bullion in Treasury)	$648,573,173	$641,496,096	$695,539,841	$96,262,850
Gold certificates [c]	706,612,349	769,629,359	617,564,689	21,189,280
Standard silver dollars	91,312,428	89,557,092	83,173,040	5,790,721
Silver certificates [c]	467,731,347	453,413,640	462,936,189	413,360
Subsidiary silver	134,980,859	130,701,055	120,408,163	67,982,601
Treasury notes of 1890	5,469,056	5,392,484	6,473,540	.....
United States notes	345,275,422	339,171,655	338,559,724	[d]310,288,511
National bank notes	679,034,664	665,001,318	578,246,907	314,339,398
Total	3,078,989,298	3,094,362,699	2,902,902,093	816,266,721

Population of the United States February 1, 1908, estimated at 86,903,000; circulation per capita, $35.61.

[a] This statement of money held in the Treasury as assets of the Government does not include deposits of public money in national bank depositaries to the credit of the Treasurer of the United States, amounting to $226,241,418.85. For a full statement of assets see public debt statement.

[b] A revised estimate by the Director of the Mint of the stock of gold coin was adopted in the statement for August 1, 1907. There was a reduction of $135,000,000.

[c] For redemption of outstanding certificates an exact equivalent in amount of the appropriate kinds of money is held in the Treasury, and is not included in the account of money held as assets of the Government.

[d] Includes $33,190,000 currency certificates, act of June 8, 1872.

Amount of national-bank notes in the United States.

	Amount.		Amount.
1900.		1902.	
Jan. 1	$246,277,223	Jan. 1	$360,289,726
Feb. 1	247,068,743	Feb. 1	359,444,615
Mar. 1	249,516,228	Mar. 1	358,434,867
Apr. 1	271,034,338	Apr. 1	357,476,407
May 1	285,359,366	May 1	356,987,399
June 1	300,569,759	June 1	356,747,184
July 1	309,640,444	July 1	356,672,091
Aug. 1	320,095,891	Aug. 1	358,984,184
Sept. 1	324,304,325	Sept. 1	361,282,691
Oct. 1	328,416,428	Oct. 1	366,993,598
Nov. 1	331,693,648	Nov. 1	380,476,334
Dec. 1	332,292,300	Dec. 1	384,854,514
1901.		1903.	
Jan. 1	340,141,175	Jan. 1	384,929,784
Feb. 1	346,821,871	Feb. 1	383,973,546
Mar. 1	348,655,256	Mar. 1	382,798,845
Apr. 1	350,101,406	Apr. 1	382,519,258
May 1	350,764,257	May 1	391,151,728
June 1	351,661,965	June 1	406,443,205
July 1	353,821,502	July 1	413,670,650
Aug. 1	356,232,178	Aug. 1	417,346,487
Sept. 3	357,419,155	Sept. 1	418,587,975
Oct. 1	358,830,548	Oct. 1	420,426,535
Nov. 1	359,911,683	Nov. 1	419,610,683
Dec. 1	359,270,711	Dec. 1	421,106,979

Amount of national-bank notes in the United States.

	Amount.
1904.	
Jan. 1	$425,163,018
Feb. 1	426,857,627
Mar. 1	430,324,310
Apr. 1	434,909,942
May 1	437,080,573
June 1	445,988,565
July 1	449,235,095
Aug. 1	450,206,888
Sept. 1	452,516,773
Oct. 1	456,079,408
Nov. 1	457,281,500
Dec. 1	460,679,075
1905.	
Jan. 1	464,794,156
Feb. 1	467,422,853
Mar. 1	469,203,840
Apr. 1	475,948,945
May 1	481,244,945
June 1	488,327,516
July 1	495,719,806
Aug. 1	503,971,395
Sept. 1	512,220,367
Oct. 1	516,352,240
Nov. 1	524,408,249
Dec. 1	533,329,258
1906.	
Jan. 1	540,914,347
Feb. 1	543,230,080
1906—Continued.	
Mar. 1	$550,803,895
Apr. 1	554,666,967
May 1	556,646,282
June 1	559,129,660
July 1	561,112,360
Aug. 1	561,481,045
Sept. 1	569,852,303
Oct. 1	573,903,108
Nov. 1	583,171,985
Dec. 1	593,380,549
1907.	
Jan. 1	596,162,469
Feb. 1	596,197,569
Mar. 1	596,343,022
Apr. 1	597,212,063
May 1	599,913,840
June 1	601,940,550
July 1	603,788,690
Aug. 1	603,395,826
Sept. 1	604,056,321
Oct. 1	603,987,114
Nov. 1	609,980,466
Dec. 1	656,218,196
1908.	
Jan. 1	690,130,895
Feb. 1	695,402,762

Statement showing the amount of gold certificates in circulation at the end of each month from January, 1900.

Month.	1900.	1901.	1902.	1903.
January	$184,882,889	$257,916,709	$307,504,839	$376,034,814
February	181,266,337	257,548,739	305,755,699	373,132,044
March	173,642,851	248,286,099	298,487,979	362,924,999
April	197,527,409	253,259,799	303,274,489	381,631,459
May	204,049,299	251,285,329	306,142,869	381,254,489
June	200,555,469	245,715,739	306,399,009	377,258,559
July	207,603,409	255,467,399	314,764,019	386,369,399
August	210,388,369	259,342,649	306,646,939	394,155,919
September	209,110,349	277,517,169	304,382,054	394,097,659
October	215,595,969	281,678,659	342,756,194	401,646,299
November	231,246,349	282,298,349	345,952,024	404,070,929
December	232,787,929	277,997,069	346,418,819	421,080,019

	1904.	1905.	1906.	1907.	1908.
January	$469,573,609	$490,434,369	$508,569,639	$617,564,689	$769,629,359
February	462,206,979	482,556,819	491,733,319	601,459,399	.....
March	449,349,569	472,316,319	489,830,619	610,173,479	.....
April	463,948,069	487,142,219	500,696,329	630,371,839	.....
May	450,633,929	482,910,999	513,803,789	630,635,409	.....
June	465,655,099	485,210,749	516,561,849	600,072,299	.....
July	500,864,129	493,437,879	529,313,379	614,461,389	.....
August	503,719,459	491,335,239	519,965,889	627,905,609	.....
September	486,512,139	471,595,979	541,857,929	640,204,609	.....
October	490,193,759	479,965,439	575,958,419	677,295,909	.....
November	470,102,469	477,154,249	572,972,119	675,636,209	.....
December	466,739,689	480,939,019	580,395,199	706,612,349	.....

Statement showing the general stock of money, by classes, in the United States, the amount in circulation, and the percentage of each class to the total, on November 30th of each year from 1890.

Date.		Classes of money and the percentage of each to the total.								
		Gold coin, bullion, and certificates.		Silver coin and certificates.		National-bank notes.		United States notes and Treasury notes.		Total.
		Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	
Nov. 30—										
1890	General stock of money	$698,861,717	41.1	$455,614,268	26.8	$178,568,376	10.5	$365,939,816	21.6	$1,698,984,177
	Money in circulation	536,422,396	35.7	434,097,823	28.8	175,151,432	11.6	359,064,952	23.9	1,504,736,603
1891	General stock of money	677,774,595	39.0	464,572,031	26.8	172,993,607	10.0	419,640,668	24.2	1,734,980,901
	Money in circulation	548,581,371	34.8	446,416,251	28.3	168,151,853	10.7	414,112,595	26.2	1,577,262,070
1892	General stock of money	657,966,329	37.3	466,342,692	26.4	173,614,870	9.8	467,477,729	26.5	1,765,401,620
	Money in circulation	533,556,672	33.1	452,566,774	28.0	167,786,384	10.4	460,880,436	28.5	1,614,790,266
1893	General stock of money	666,180,139	36.1	469,656,138	25.5	208,948,105	11.3	500,134,645	27.1	1,844,919,027
	Money in circulation	583,221,090	33.8	452,389,564	26.2	196,139,558	11.3	495,244,078	28.7	1,726,994,290
1894	General stock of money	630,139,655	34.8	472,268,118	26.2	206,686,337	11.4	497,660,086	27.6	1,806,754,196
	Money in circulation	524,715,086	32.0	451,373,916	27.6	202,517,054	12.4	458,620,395	28.0	1,637,226,451
1895	General stock of money	609,820,049	34.0	486,156,207	27.1	213,960,598	11.9	486,264,296	27.0	1,796,201,150
	Money in circulation	530,486,083	33.3	460,032,725	28.9	207,568,852	13.0	396,107,819	24.8	1,594,195,479
1896	General stock of money	686,256,984	36.2	506,958,797	26.7	235,398,890	12.4	468,358,296	24.7	1,896,972,967
	Money in circulation	554,746,631	33.7	476,039,312	28.9	222,335,419	13.5	393,323,384	23.9	1,646,444,746
1897	General stock of money	738,584,008	37.9	525,064,340	26.9	229,634,217	11.8	454,474,296	23.4	1,947,756,861
	Money in circulation	581,220,157	33.8	499,408,773	29.0	224,956,210	13.1	415,499,398	24.1	1,721,084,538
1898	General stock of money	935,930,605	43.3	540,202,401	25.0	242,784,803	11.2	443,874,296	20.5	2,162,792,105
	Money in circulation	694,267,162	36.8	526,795,755	27.9	238,109,059	12.6	427,707,528	22.7	1,886,879,504
1899	General stock of money	1,018,133,208	45.2	554,730,494	24.6	243,842,068	10.8	435,707,296	19.4	2,252,413,066
	Money in circulation	778,388,303	39.3	541,445,988	27.4	239,835,786	12.1	418,858,656	21.2	1,978,528,733
1900	General stock of money	1,099,184,997	45.2	587,603,912	24.2	332,292,300	13.7	410,129,016	16.9	2,429,210,225
	Money in circulation	855,949,262	39.7	577,142,246	26.7	326,949,170	15.1	398,720,689	18.5	2,158,761,367
1901	General stock of money	1,171,839,976	46.1	621,000,193	24.5	359,720,711	14.2	386,791,016	15.2	2,539,351,896
	Money in circulation	914,300,089	40.6	605,239,350	26.9	351,363,074	15.6	379,353,717	16.9	2,250,256,230
1902	General stock of money	1,242,330,766	47.0	646,638,098	24.4	384,854,514	14.5	371,735,016	14.1	2,645,558,394
	Money in circulation	977,362,992	41.5	635,088,615	27.0	371,552,495	15.8	368,706,056	15.7	2,352,710,158
1903	General stock of money	1,298,107,736	47.3	659,976,050	24.1	421,106,979	15.4	363,109,016	13.2	2,742,299,781
	Money in circulation	1,031,096,021	42.1	644,431,848	26.3	412,965,618	16.9	360,674,931	14.7	2,449,168,418
1904	General stock of money	1,351,415,633	47.6	670,129,299	23.6	460,679,075	16.2	358,012,016	12.6	2,840,236,023
	Money in circulation	1,117,603,018	43.4	653,993,710	25.4	448,381,072	17.4	353,910,567	13.8	2,573,888,367
1905	General stock of money	1,411,777,450	47.4	676,136,418	22.7	533,329,258	17.9	355,159,016	12.0	2,976,402,142
	Money in circulation	1,126,194,639	42.3	663,066,855	24.9	521,240,773	19.6	351,632,272	13.2	2,662,134,539
1906	General stock of money	1,576,898,912	49.1	687,579,312	21.4	593,380,549	18.5	353,508,016	11.0	3,211,366,789
	Money in circulation	1,258,946,541	43.9	676,592,212	23.6	583,463,604	20.3	350,071,898	12.2	2,869,074,255
	General stock of money	[a]1,561,714,719	47.7	698,905,127	21.4	656,218,196	20.1	352,227,016	10.8	3,269,065,058

1907	Money in circulation	1,316,214,161	43.8	692,912,281	23.0	648,895,117	21.6	350,220,024	11.6	3,008,241,583
	General stock of money	1,604,530,493	47.9	702,401,976	21.0	690,130,895	20.6	352,160,016	10.5	3,349,223,380
Jan. 1, 1908	Money in circulation	1,355,185,522	44.0	694,024,634	22.5	679,034,664	22.1	350,744,478	11.4	3,078,989,298

a A revised estimate by the Director of the Mint of the stock of gold coin was adopted in the statement for August 1, 1907. There was a reduction of $135,000,000.

NOTE.—Gold bullion held in the Treasury only is included in the general stock of money. Gold certificates and silver certificates are not included in the general stock of money, but the coin for which they are issued is so included.

World's production of gold and silver, calendar year 1906.

Country.	Gold.			Silver.			
	Weight.		Value.	Weight.		Coining value.	Commercial value.
	Kilos.	*Fine ounces.*		*Kilos.*	*Fine ounces.*		
North America:							
United States	142,001	4,565,333	$94,373,800	1,757,944	56,517,900	$73,073,600	$38,256,400
Canada	18,092	581,657	12,023,900	266,521	8,568,665	11,078,700	5,800,000
Mexico	27,889	896,615	18,534,700	1,717,738	55,225,268	71,402,400	37,381,400
Africa	203,841	6,553,484	135,472,500	21,850	702,464	908,200	475,500
Australasia	123,971	3,985,684	82,391,400	442,838	14,237,246	18,407,700	9,637,000
Europe:							
Russia	29,333	943,056	19,494,700	5,169	166,183	214,900	112,500
Austria-Hungary	3,845	123,617	2,555,400	52,632	1,692,119	2,187,800	1,145,400
Germany	121	3,890	80,400	177,183	5,696,433	7,365,100	3,855,900
Norway				5,458	175,475	226,900	118,900
Sweden	20	643	13,300	1,007	32,375	41,900	21,900
Italy	62	1,993	41,200	20,916	672,449	869,400	455,200
Spain				126,424	4,064,532	5,255,100	2,751,200
Greece				25,786	829,025	1,071,900	561,200
Turkey	9	289	6,000	1,178	37,874	49,000	25,600
France				27,700	890,555	1,151,400	602,800
Great Britain	44	1,414	29,200	4,268	137,216	177,400	92,900
Servia	90	2,893	59,800				
South America:							
Argentina	8	268	5,500	449	14,440	18,700	9,800
Bolivia	28	912	18,800	96,330	3,096,998	4,004,200	2,096,300
Chile	1,427	45,886	948,500	12,375	397,853	514,400	269,300
Colombia	3,296	105,982	2,190,800	23,743	763,335	986,900	516,700
Ecuador	443	14,233	294,200	423	13,592	17,600	9,200
Brazil	3,616	116,243	2,403,000				
Venezuela	38	1,223	25,300				
Guiana (British)	2,419	77,770	1,607,700				
Guiana (Dutch)	1,037	33,338	689,200				
Guiana (French)	2,798	89,955	1,859,700				
Peru	1,247	40,102	829,000	230,303	7,404,238	9,573,100	5,011,900
Uruguay	48	1,535	31,700				
Central America	2,875	92,432	1,910,700	51,949	1,670,159	2,159,400	1,130,500

World's production of gold and silver, calendar year 1906—Continued.

Country.	Gold.			Silver.			
	Weight.		Value.	Weight.		Coining value.	Commercial value.
	Kilos.	*Fine ounces.*		*Kilos.*	*Fine ounces.*		
Asia:							
Japan	4,853	156,016	$3,225,100	76,247	2,451,357	$3,169,400	$1,659,300
China	2,767	88,961	1,839,000	.....	.....	.....	.....
Korea	3,386	108,844	2,250,000	.....	.....	.....	.....
Siam	80	2,572	53,200	.....	.....	.....	.....
India (British)	18,188	584,744	12,087,700	.....	.....	.....	.....
East Indies (British)	2,235	71,854	1,485,400	.....	.....	.....	.....
East Indies (Dutch)	2,128	68,426	1,414,500	5,689	182,889	236,500	123,800
Total	602,235	19,361,864	400,245,300	5,152,120	165,640,640	214,161,600	112,120,500

Monetary systems and approximate stocks of money in the aggregate and per capita in the principal countries of the world on December 31, 1906.

Countries.	Monetary standard.	Monetary unit.	Population.	Stock of gold.			Stock of silver.			Unpaid-for paper.	Per capita.			
				In banks and public treasuries.	In circulation.	Total.	Full tender.	Limited tender.	Total.		Gold.	Silver	Paper.	Total.
			Thousands.	*Thousands.*	*Thousands.*	*Thousands.*	*Thousands.*	*Thousands.*	*Thousands.*	*Thousands.*				
United States	Gold	Dollar	85,400	a$1,081,500	$541,800	$1,593,300	$571,300	$127,400	$698,700	$610,800	$18.66	$8.18	$1.15	$33.99
Austria-Hungary	do	Crown	49,400	b 229,500	b 76,900	b 306,400	(c)	b 105,300	b 105,300	b 119,300	6.20	2.13	2.41	10.74
Belgium	do	Franc	7,200	b 20,200	d 10,900	b d 31,100	d 15,000	d 9,700	d 24,700	d 125,800	4.32	3.43	17.47	25.22
British Empire:														
Australasia	do	Pound sterling	4,800	b 110,400	b 14,600	b 125,000	(c)	b 10,000	b 10,000	(c)	26.04	2.08	.....	28.12
Canada	do	Dollar	5,800	b 62,400	(c)	b 62,400	(c)	b 6,700	b 6,700	b 72,500	10.76	1.15	12.50	24.41
United Kingdom	do	Pound sterling	44,100	b 196,400	b 290,300	b 486,700	(c)	b 116,800	b 116,800	b 116,800	11.03	2.65	2.65	16.33
India	do	Pound sterling and rupee.	295,200	e 18,900	d 318,400	e d 337,300	b 603,800	(c)	b 603,800	b 38,900	1.14	2.05	.13	3.32
South Africa	do	Pound sterling	7,700	b 46,400	b 15,000	b 61,400	(c)	b 20,000	b 20,000	(c)	7.97	2.60	.....	10.57
Straits Settlements f	Silver	Dollar	5,400	b 600	(c)	b 600	b 42,000	b 7,000	b 49,000	b 22,200	.11	9.07	4.11	13.29
Bulgaria	Gold	Lea	4,000	b 7,200	(c)	b 7,200	b 1,000	b 2,200	b 3,200	b 2,900	1.80	.80	.73	3.33
Cuba	do	Peseta	1,600	b 38,200	(c)	b 38,200	(c)	b 5,000	b 5,000	(c)	23.88	3.12	.....	27.00
Denmark	do	Crown	2,600	b 22,600	(c)	b 22,600	(c)	b 6,100	b 6,100	b 10,700	8.69	2.35	4.11	15.15
Egypt	do	Piaster	11,200	d 7,300	d 132,700	d 140,000	(c)	b 15,000	b 15,000	(c)	12.50	1.34	.....	13.84

Finland	do	Markkaa	2,800	g 5,100	(c)	g 5,100	(c)	g 400	g 400	g 12,700	1.82	.14	4.54	6.50
France	do	Franc	39,300	b 520,100	b 406,300	b 926,400	b 347,400	b 63,700	b 411,100	b 269,200	23.57	10.46	6.85	40.88
Germany	do	Mark	60,600	b 145,700	b 884,600	b 1,030,300	(c)	b 219,700	b 219,700	b 267,100	17.00	3.62	4.41	2 5.03
Greece	do	Drachma	2,400	b 5,400	b 200	b 5,600	b 100	(c)	b 100	b 42,600	2.33	.04	17.75	2 0.12
Haiti	do	Gourde	1,400	b 1,000	(c)	b 1,000	b 1,000	b 1,500	b 2,500	b 7,600	.71	1.79	5.43	7.93
Italy	do	Lira	33,700	b 215,500	(c)	b 215,500	b 28,300	b 3,400	b 31,700	b 150,600	6.39	.94	4.47	1 1.80
Japan	do	Yen	51,700	b 73,300	b 6,800	b 80,100	(c)	b 48,200	b 48,200	b 96,900	1.55	.93	1.87	4.35
Mexico	do	Peso	13,600	d 8,600	d 31,400	d 40,000	b 52,800	b 4,000	b 56,800	b 51,200	2.94	4.18	3.76	10.88
Netherlands	do	Florin	5,600	b 26,700	b 19,200	b 45,900	b 48,000	b 4,600	b 52,600	b 57,800	8.20	9.39	10.32	27.91
Norway	do	Crown	2,300	b 8,300	(c)	b 8,300	(c)	b 3,100	b 3,100	b 7,000	3.61	1.35	3.04	8.00
Portugal	do	Milreis	5,400	b 5,500	b 3,100	b 8,600	(c)	b 33,400	b 33,400	b 61,200	1.59	6.19	11.33	19.11
Roumania	do	Leu	6,600	b 20,700	(c)	b 20,700	(c)	b 600	b 600	b 27,600	3.14	.09	4.18	7.41
Russia	do	Ruble	143,400	b 609,000	b 330,400	b 939,400	(c)	b 77,900	b 77,900	(c)	6.55	.54	.....	7.09
Servia	do	Dinar	2,700	b 300	b 1,900	b 2,200	(c)	b 3,200	b 3,200	b 1,500	.81	1.19	.55	2.55
Siam	do	Tical	6,100	(c)	(c)	(c)	b 44,500	(c)	b 44,500	b 1,100	.....	7.29	.18	7.47
South American States:														
Argentina	do	Peso	5,700	b 90,000	b 12,700	b 102,700	(c)	(c)	(c)	b 293,300	18.02	.....	51.45	69.47
Bolivia	Silver	Boliviana	1,800	b 400	(c)	b 400	b 3,800	(c)	b 3,800	(c)	.22	2.11	.....	2.33
Brazil	Gold	Milreis	16,000	f 21,200	(c)	f 21,200	(c)	b 100	b 100	b 363,000	1.33	.06	22.63	24.02
Chile	do	Peso	3,200	b 2,000	(c)	b 2,000	(c)	b 6,700	b 6,700	b 42,300	.63	2.09	13.22	15.94
Colombia	do	Dollar	4,500	b 100	(c)	b 100	(c)	(c)	(c)	b 1,000,000	.02	.....	222.22	222.24
Ecuador	do	Sucre	1,300	b 1,800	b 1,900	b 3,700	(c)	b 1,400	b 1,400	b 1,900	2.85	1.07	1.46	5.38
Guiana (British)	do	Pound sterling	300	b 100	(c)	b 100	(c)	b 100	b 100	b 600	.33	.33	2.00	2.66
Guiana (Dutch)	do	Florin	100	b 200	(c)	b 200	(c)	b 200	b 200	b 200	2.00	2.00	2.00	6.00
Guiana (French)	do	Franc	100	(c)	(c)	(c)	(c)	(c)	(c)	b 600	.....	.....	6.00	6.00
Paraguay	do	Peso	700	b 100	(c)	b 100	(c)	(c)	(c)	b 35,000	.14	.....	50.00	50.14
Peru	do	Sol	4,600	b 2,900	b 3,900	b 6,800	(c)	b 2,400	b 2,400	(c)	1.48	.....	.52	2.00
Uruguay	do	Peso	1,000	b 15,500	(c)	b 15,500	(c)	b 4,300	b 4,300	b 1,700	15.50	4.30	1.70	21.50
Venezuela	do	Bolivar	2,600	b 300	(c)	b 300	(c)	b 700	b 700	(c)	.11	.27	.....	.38
Spain	do	Peseta	18,800	b 90,900	(c)	b 90,900	(c)	b 173,700	b 173,700	b 97,100	4.84	9.24	5.16	19.24
Sweden	do	Crown	5,300	b 19,400	b 3,200	b 22,600	(c)	b 7,700	b 7,700	b 34,800	4.26	1.45	6.57	12.28
Switzerland	do	Franc	3,300	b 21,200	b 7,800	b 29,000	(c)	b 11,600	b 11,600	b 24,600	8.79	3.51	7.45	19.75
Turkey	do	Piaster	24,000	d 10,000	d 40,000	d 50,000	d 30,000	d 10,000	d 40,000	(c)	2.07	1.66	.....	3.73
Central American States	Silver h	Peso	4,700	b 2,000	(c)	b 2,000	(c)	b 7,400	b 7,400	b 62,900	.43	1.57	13.38	15.38
China	do	Tael	330,100	(c)	(c)	(c)	d 350,000	(c)	d 350,000	(c)	.....	1.06	.....	1.06
Total			1,330,100	3,764,900	3,124,000	6,888,900	2,139,000	1,121,200	3,260,200	4,132,000	5.18	2.45	3.10	10.73

a In United States Treasury and national banks.
b Official information furnished through United States representatives.
c No information.
d Estimate, Bureau of the Mint.
e The figures for the total stock of gold in India are for the net imports since 1893-94 plus the production of the country. The amount in the government treasury is from official advices. The net imports of gold since 1835-36—when the records begin—amount to $841,407,489, and the production recorded to $115,030,200. The tide of gold and silver has been flowing into India for centuries.
f Includes Straits Settlements, the Malay States, and Johore.
g L'Economiste Europeen, January 1, 1906.
h Except Costa Rica and British Honduras—gold standard countries.
i Le Marche Financier, 1907.

NOTE.—The value of the monetary stock of the silver-standard countries has been changed to conform to the decline in silver values. The monetary stock of Mexco and other countries where the Mexican dollar circulates is given in Mexican dollars at bullion value.

Table showing movements of gold at different periods of the year, for the years 1900 to 1907, inclusive.

Year.	Net imports of gold for months of August, September, October, November, and December of years named.	Net exports of gold for months of March, April, May, June, and July of years named.
1900	$18,438,673	$2,633,072
1901	9,340,204	8,539,711
1902	21,541,537	5,873,410
1903	42,767,600	24,082,724
1904	[a] 23,565,095	24,779,197
1905	22,907,108	[b] 8,125,700
1906	69,411,073	[b] 50,001,752
1907	106,970,219	21,922,910
Average excess for this period	33,476,415	3,712,946

[a] Excess of exports over imports for this year.
[b] Excess of imports over exports for these years.

Imports and exports of gold, by months.

Months.	Excess of—	
	Imports.	Exports.
1896.		
January		$24,576
February	$9,468,296	
March	354,596	
April		2,512,524
May		18,399,161
June		5,933,530
July		10,263,450
August	2,316,994	
September	34,253,454	
October	27,825,762	
November	7,019,290	
December	2,369,218	
Total, 12 months	46,474,309	
1897.		
January	500,951	
February	477,033	
March	864,234	
April		5,659,710
May		8,516,956
June		6,533,620
July		4,523,918
August	2,736,981	
September	4,580,259	
October	11,462,172	
November	2,354,576	
December	2,004,409	
Total, 12 months		253,589
1898.		
January	3,834,751	
February	5,132,269	
March	29,979,613	
April	31,256,134	
May	13,212,954	
June	2,955,083	
July	1,144,655	
August	13,340,903	
September	13,705,531	
October	15,458,427	
November	4,411,134	
December	7,537,544	
Total, 12 months	141,968,998	

Imports and exports of gold, by months—Continued.

Months.	Excess of—	
	Imports.	Exports.
1899.		
January	$4,636,893	
February	4,580,944	
March	2,077,730	
April	1,320,387	
May	1,021,010	
June		$17,802,641
July	289,012	
August	3,292,349	
September	1,974,899	
October	8,162,502	
November	2,639,733	
December		6,237,265
Total, 12 months	5,955,553	
1900.		
January		3,698,598
February	507,458	
March	839,756	
April	1,427,233	
May		8,525,962
June		4,364,692
July	7,990,593	
August		13,846,580
September	7,054,981	
October	10,289,413	
November	11,964,781	
December	2,976,078	
Total, 12 months	12,614,461	
1901.		
January		3,955,533
February	1,442,462	
March	2,030,186	
April		2,667,927
May		8,328,343
June		2,084,101
July	1,200,993	
August	3,339,667	
September	11,742,069	
October	5,071,891	
November		8,860,822
December		1,952,601
Total, 12 months		3,022,059
1902.		
January		567,888
February		6,968,513
March		1,796,633
April		979,437
May		471,354
June	3,694,932	
July		6,289,918
August	2,837,883	
September	4,451,101	
October	9,657,617	
November	5,261,412	
December		666,476
Total, 12 months	8,162,726	
1903.		
January	1,924,900	
February	311,086	
March	3,525,130	
April		355,845
May		13,025,423
June		9,740,035
July		4,486,551
August	7,763,777	
September	4,186,782	
October	4,673,859	
November	10,377,540	
December	15,765,642	
Total, 12 months	20,920,862	

Imports and exports of gold, by months—Continued.

Months.	Excess of—	
	Imports.	Exports.
1904.		
January	$7,633,941	
February	4,301,758	
March	5,791,704	
April		$9,180,288
May		32,596,471
June	3,363,689	
July	7,842,169	
August		2,998,327
September	1,496,587	
October	4,189,626	
November		16,086,338
December		10,166,643
Total, 12 months		36,408,593
1905.		
January		14,932,477
February		12,601,393
March	2,740,808	
April	1,277,183	
May	2,175,573	
June		1,881,831
July	3,813,967	
August	2,939,063	
September	4,130,788	
October	10,411,436	
November	4,065,472	
December	1,360,349	
Total, 12 months	3,498,938	
1906.		
January		3,135,956
February		6,406,647
March		287,932
April	12,456,031	
May	29,188,880	
June		887,312
July	8,532,085	
August	7,374,790	
September	29,152,116	
October	20,176,308	
November	6,971,517	
December	5,736,342	
Total, 12 months	108,870,222	
1907.		
January	820,433	
February	2,202,808	
March	2,920,070	
April	2,754,683	
May		1,823,281
June		21,706,798
July		4,067,584
August		1,373,107
September	1,255,183	
October	790,208	
November	62,847,867	
December	43,444,068	
Total, 12 months	88,070,550	

Imports of gold by years since 1810.

Year.	Gold.	Year.	Gold.
1810	[a] $2,463	1877	$46,897,400
1820	[a] 73,112	1878	51,206,400
1830	[a] 564,950	1879	38,900,000
1840	[a] 11,697,829	1880	36,000,000
1850	50,000,000	1881	34,700,000
1851	55,000,000	1882	32,500,000
1852	60,000,000	1883	30,000,000
1853	65,000,000	1884	30,800,000
1854	60,000,000	1885	31,801,000
1855	55,000,000	1886	35,869,000
1856	55,000,000	1887	33,136,000
1857	55,000,000	1888	33,167,500
1858	50,000,000	1889	32,967,000
1859	50,000,000	1890	32,845,000
1860	46,000,000	1891	33,175,000
1861	43,000,000	1892	33,015,000
1862	39,200,000	1893	35,955,000
1863	40,000,000	1894	39,500,000
1864	46,100,000	1895	46,610,000
1865	53,225,000	1896	53,088,000
1866	53,500,000	1897	57,363,000
1867	51,725,000	1898	64,463,000
1868	48,000,000	1899	71,053,400
1869	49,500,000	1900	79,171,000
1870	50,000,000	1901	78,666,700
1871	43,500,000	1902	80,000,000
1872	36,000,000	1903	73,591,700
1873	36,000,000	1904	80,464,700
1874	33,490,900	1905	88,180,700
1875	33,467,900	1906	94,373,800
1876	39,929,200	1907	[b] 89,620,399

[a] Estimate averaged for the period.

[b] Estimate of the Director of the Mint.

This table shows the capital and surplus of the national banks of the United States and the percentage of emergency circulation to which each State and section would be entitled under the provisions of Senate bill 3023:

States.	Capital.	Surplus.	Total.	Difference between 50 per cent of capital and total capital and surplus.	Per cent to total of the United States.
					Per ct.
Maine	$9,301,000	$3,332,750	$12,633,750	$7,983,250	0.80
New Hampshire	5,260,000	2,343,200	7,603,200	4,973,200	.5[illegible]
Vermont	5,685,000	1,701,341	7,386,341	4,543,841	.45
Massachusetts	59,167,500	33,875,371	93,042,871	63,459,121	6.35
Rhode Island	6,700,250	3,539,438	10,239,688	6,889,563	.69
Connecticut	20,230,050	9,619,100	29,849,150	19,734,125	1.97
New England					10.76
New York	159,801,550	140,028,914	299,830,464	219,929,689	21.99
New Jersey	19,782,770	17,980,081	37,762,851	27,871,466	2.79
Pennsylvania	112,435,370	114,972,150	227,407,520	171,189,835	17.11
Delaware	2,273,985	1,808,150	4,082,135	2,945,143	.29
Maryland	17,774,900	10,372,078	28,146,978	19,259,528	1.93
District of Columbia	5,402,000	3,832,000	9,234,000	6,533,000	.65
Eastern					44.76
Virginia	12,276,000	7,396,614	19,672,614	13,534,614	1.35
West Virginia	7,744,500	3,987,018	11,731,518	7,859,268	.79
North Carolina	6,005,000	1,952,550	7,957,550	4,955,050	.50
South Carolina	3,485,000	1,076,124	4,561,124	2,818,624	.28
Georgia	9,036,500	4,967,110	14,003,610	9,485,360	.95
Florida	4,060,200	1,775,500	5,835,700	3,805,600	.38
Alabama	8,143,900	2,946,818	11,090,718	7,018,768	.70
Mississippi	3,225,000	1,365,300	4,590,300	2,977,800	.30
Louisiana	8,995,000	4,733,365	13,728,365	9,230,865	.92
Texas	39,764,220	16,548,876	56,313,096	36,430,986	3.64
Arkansas	3,740,000	1,259,750	4,999,750	3,129,750	.31
Kentucky	16,254,900	5,668,920	21,923,820	13,796,370	1.38
Tennessee	9,214,000	3,625,590	12,839,590	8,232,590	.82
Southern					12.32
Ohio	59,698,100	25,171,164	84,869,264	55,020,214	5.50
Indiana	24,106,040	8,601,212	32,707,252	20,654,232	2.06
Illinois	54,842,330	29,657,567	84,499,897	57,078,732	5.70
Michigan	14,465,000	5,490,612	19,955,612	12,723,112	1.27
Wisconsin	15,570,000	5,945,376	21,515,376	13,730,376	1.37
Minnesota	20,391,000	10,330,190	30,721,190	20,525,690	2.05
Iowa	19,810,000	5,977,459	25,787,459	15,882,459	1.59
Missouri	28,004,486	15,733,266	43,737,752	29,735,509	2.97
Middle West					22.51
North Dakota	4,450,000	931,520	5,381,520	3,156,520	.32
South Dakota	3,335,000	541,638	3,876,638	2,209,138	.22
Nebraska	12,771,290	4,101,555	16,872,845	10,487,200	1.05
Kansas	12,066,790	3,996,319	16,063,109	10,029,714	1.00
Montana	3,530,000	1,528,400	5,058,400	3,293,400	.33
Wyoming	1,585,000	715,000	2,300,000	1,507,500	.15
Colorado	9,195,970	4,110,050	13,306,020	8,708,035	.87
New Mexico	1,958,681	501,175	2,459,856	1,480,516	.15
Oklahoma	12,177,600	2,883,286	15,060,886	8,972,086	.90
Western					4.99
Washington	6,825,000	3,860,950	10,685,950	7,273,450	.73
Oregon	3,631,000	2,312,375	5,943,375	4,127,875	.41
California	30,452,800	13,639,549	44,092,349	28,865,949	2.89
Idaho	1,855,000	902,800	2,757,800	1,830,300	.18
Utah	2,130,000	1,071,300	3,201,300	2,136,300	.21
Nevada	1,607,000	328,600	1,935,600	1,132,100	.11
Arizona	655,000	400,500	1,055,500	728,000	.07
Alaska	100,000	47,100	147,100	97,100	.01
Pacific					4.61
Hawaii	610,000	117,600	727,600	422,600	.04
Porto Rico	100,000	10,000	110,000	60,000	.01
Islands					.05
Total United States	901,681,682	549,614,671	1,451,296,353	1,000,455,513	100.00

Canadian bank note circulation, by months.

1898.		1903.	
January	$35,011,722	January	$55,040,987
February	35,823,923	February	55,746,498
March	35,930,085	March	58,283,484
April	35,843,651	April	55,877,647
May	36,261,760	May	56,949,119
June	36,539,103	June	58,865,845
July	36,553,546	July	57,563,665
August	37,299,496	August	60,414,740
September	40,071,143	September	63,741,270
October	42,543,446	October	70,480,611
November	42,350,948	November	67,425,586
December	40,258,381	December	62,539,407
1899.		**1904.**	
January	36,916,579	January	56,973,273
February	37,525,337	February	57,736,243
March	38,409,227	March	59,760,119
April	37,369,887	April	58,649,870
May	37,012,914	May	57,857,174
June	39,097,708	June	60,098,480
July	40,270,100	July	59,979,830
August	41,446,399	August	60,227,074
September	46,682,028	September	63,795,962
October	49,588,236	October	72,226,306
November	47,839,506	November	69,426,931
December	45,999,753	December	64,507,394
1900.		**1905.**	
January	41,320,083	January	58,021,075
February	41,699,231	February	58,828,919
March	43,814,918	March	58,721,173
April	43,908,432	April	59,941,648
May	42,856,762	May	58,136,070
June	45,577,387	June	61,587,560
July	46,007,906	July	61,277,593
August	47,421,277	August	62,497,433
September	50,387,070	September	69,831,259
October	53,198,777	October	76,890,863
November	51,947,269	November	72,592,543
December	50,758,246	December	69,981,574
1901.		**1906.**	
January	45,025,306	January	60,986,610
February	45,905,942	February	62,434,893
March	47,611,967	March	65,991,818
April	47,006,701	April	66,530,677
May	46,148,234	May	64,217,332
June	49,119,479	June	69,366,505
July	48,947,978	July	68,182,979
August	51,352,309	August	70,108,511
September	56,027,407	September	77,209,346
October	57,954,779	October	83,718,630
November	57,741,566	November	80,502,357
December	54,372,87[illegible]	December	78,416,780
1902.		**1907.**	
January	48,586,529	January	68,219,717
February	49,450,994	February	70,547,759
March	52,442,982	March	76,346,013
April	50,691,588	April	72,840,909
May	50,754,716	May	70,741,113
June	53,953,043	June	75,510,402
July	52,070,065	July	72,942,781
August	55,035,071	August	76,562,811
September	60,965,801	September	79,455,000
October	65,928,973	October	84,289,983
November	64,497,641	November	84,452,999
December	60,574,144		

Statement of Canadian banks for the month ending November 30, 1907.

Amount of specie	$27,648,939
Amount of Dominion notes	49,188,610
Deposits to secure circulation	4,720,000
Dominion and provincial government securities	8,824,000
Canadian municipal securities	20,239,000
Railway and other bonds and debentures	41,515,307
Call loans on stocks and bonds	45,733,000
Capital stock paid up	95,944,000
Notes in circulation	84,452,000

Transactions of New York clearing house for fifty-four years.

Fiscal years ending September 30—	No. of members.	Clearings for year.	Average daily clearings.
1854	50	$5,750,455,987.06	$19,104,504.94
1855	48	5,362,912,098.38	17,412,052.27
1856	50	6,906,213,328.47	22,278,107.51
1857	50	8,333,226,718.06	26,968,371.26
1858	46	4,756,664,386.09	15,393,735.88
1859	47	6,448,005,956.01	20,867,333.19
1860	50	7,231,143,056.69	23,401,757.47
1861	50	5,915,742,758.05	19,269,520.38
1862	50	6,871,443,591.20	22,237,681.53
1863	50	14,867,597,848.60	48,428,657.49
1864	49	24,097,196,655.92	77,984,455.20
1865	55	26,032,384,341.89	84,796,040.20
1866	58	28,717,146,914.09	93,541,195.16
1867	58	28,675,159,472.20	93,101,167.11
1868	59	28,484,288,636.92	92,182,163.87
1869	59	37,407,028,986.55	121,451,392.81
1870	61	27,804,539,405.75	90,274,478.59
1871	62	29,300,986,682.21	95,133,073.64
1872	61	33,844,369,568.39	109,884,316.78
1873	59	35,461,052,825.70	115,885,793.58
1874	59	22,855,927,636.26	74,692,573.97
1875	59	25,061,237,902.09	81,899,470.26
1876	59	21,597,274,247.04	70,349,427.51
1877	58	23,289,243,701.09	76,358,176.06
1878	57	22,508,438,441.75	73,785,746.54
1879	59	25,178,770,690.50	82,015,539.70
1880	59	37,182,128,621.09	121,510,224.25
1881	61	48,565,818,212.31	159,232,190.86
1882	62	46,552,846,161.34	151,637,935.38
1883	64	40,293,165,257.65	132,543,306.76
1884	62	34,092,037,337.78	111,048,981.55
1885	64	25,250,791,439.90	82,789,480.38
1886	64	33,374,682,216.48	109,067,588.94
1887	65	34,872,848,785.90	114,337,209.13
1888	64	30,863,686,609.21	101,192,412.11
1889	64	34,796,465,528.87	114,839,820.29
1890	65	37,660,686,571.76	123,074,139.13
1891	64	34,053,698,770.04	111,651,471.32
1892	65	36,279,905,235.59	118,561,781.82
1893	65	34,421,380,869.50	113,978,082.31
1894	66	24,230,145,367.70	79,704,425.55
1895	67	28,264,379,126.23	92,670,095.49
1896	66	29,359,894,883.87	96,232,442.24
1897	66	31,337,760,947.98	103,424,953.62
1898	65	39,853,413,947.74	131,529,418.97
1899	64	57,368,230,771.33	189,961,029.04
1900	64	51,964,588,564.31	170,936,146.61
1901	62	77,020,672,493.65	254,193,638.59
1902	60	74,753,189,435.86	245,898,649.46
1903	57	70,833,655,940.29	233,005,447.17
1904	54	59,672,796,804.41	195,048,514.11
1905	54	91,879,318,369.00	302,234,599.89
1906	55	103,754,100,091.25	342,422,772.57
1907	54	95,315,421,237.96	313,537,519.86
Total		1,856,617,161,435.96	112,426,859.72

London bankers' clearing-house returns.

[Bankers' Magazine, January, 1908.]

TOTALS FOR THE YEAR.

Year.	Pounds sterling.	Year.	Pounds sterling.
1898	7,491,281,000	1902	10,028,742,000
1898	8,097,291,000	1903	10,119,825,000
1899	9,150,269,000	1904	10,564,197,000
1900	8,960,170,000	1905	12,287,935,000
1901	9,561,169,000	1906	12,711,334,000

London bankers' clearing-house returns—Continued.

TOTALS FOR THE MONTH.

Month.	Pounds sterling.	Month.	Pounds sterling.
1907.		1907.	
January	1,205,248,000	July	1,163,201,000
February	1,026,559,000	August	1,041,087,000
March	1,103,112,000	September	934,519,000
April	1,092,635,000	October	1,087,483,000
May	1,069,305,000	November	1,025,139,000
June	1,002,605,000		

Paris clearing house transactions.

OPERATIONS OF THE CHAMBRE DE COMPENSATION DES BANQUIERS DE PARIS.

[L'Economiste française.]

Apr. 1 to Mar. 31—	Amounts presented for compensation.	Apr. 1 to Mar. 31—	Amounts presented for compensation.
	Francs.		*Francs.*
1896-97	7,549,526,656	1901-2	9,964,741,052
1897-98	8,545,810,888	1902-3	10,816,293,222
1898-99	9,567,528,077	1903-4	11,832,576,176
1899-1900	10,655,997,000	1904-5	13,886,788,766
1900-1901	10,663,949,462	1905-6	17,855,120,167

By months.	1906.	1907.
	Francs.	*Francs.*
January	.....	2,458,518,034.62
February	.....	1,931,296,099.06
March	.....	2,176,631,796.00
April	2,047,658,568.36	2,422,199,858.76
May	2,096,259,438.48	2,256,782,814.96
June	1,820,128,657.44	2,198,145,169.06
July	2,115,685,423.50	2,351,264,601.28
August	1,954,211,689.54	1,909,452,974.64
September	1,871,472,818.00	2,069,113,933.30
October	2,194,062,659.88	2,355,209,592.56
November	2,168,672,440.32	1,985,379,075.52
December	1,974,165,432.09	.....

Operations of clearing houses in Germany.

[Volkswirtschaftliche Chronik.]

Year.	Total.	Berlin.	Hamburg.
	Marks.	*Marks.*	*Marks.*
1897	24,016,725,000	6,745,245,000	10,133,833,000
1898	27,975,279,000	8,923,484,000	10,722,979,000
1899	30,237,664,000	9,846,138,000	11,001,977,000
1900	29,472,744,000	8,380,271,000	11,525,343,000
1901	28,922,035,000	8,201,682,000	11,801,341,000
1902	29,969,050,000	9,048,831,000	12,059,068,000
1903	31,136,532,000	9,574,367,000	12,663,097,000
1904	32,635,273,000	11,091,590,000	13,655,638,000
1905	37,602,991,000	13,462,346,000	16,124,705,000
1906	42,036,098,000	15,217,289,000	17,466,957,000

Statement of outstanding treasury bonds and imperial treasury bills of Germany.

[Statistisches Jahrbuch für das Deutsche Reich.]

Year.	Schatzanweisungen (treasury bonds).		Reichskassenscheine (imperial treasury bills) paying no interest.
	Paying interest.	Without interest.	
	Marks.		*Marks.*
1875	15,000		120,263,000
March 31—			
1877	3,000	13,300,000	168,795,000
1878	1,000	70,866,000	166,771,000
1879	.....	60,004,000	163,097,000
1880	.....	10,000,000	159,444,000
1881	.....	40,000,000	155,819,000
1882	.....	17,000,000	152,164,000
1883	.....	.....	148,504,000
1884	.....	22,000,000	144,845,000
1885	.....	35,000,000	141,186,000
1886	.....	44,000,000	137,527,000
1887	.....	54,150,000	133,868,000
1888	.....	.....	130,211,000
1889	.....	.....	126,552,000
1890	.....	.....	122,909,000
1891	.....	.....	120,000,000
1892	.....	.....	120,000,000
1893	.....	.....	120,000,000
1894	.....	.....	120,000,000
1895	.....	.....	120,000,000
1896	.....	.....	120,000,000
1897	.....	.....	120,000,000
1898	.....	.....	120,000,000
1899	.....	.....	120,000,000
1900	.....	.....	120,000,000
1901	80,000,000	.....	120,000,000
1902	80,000,000	.....	120,000,000
1903	80,000,000	.....	120,000,000
1904	80,000,000	.....	120,000,000
1905	180,000,000	.....	120,000,000
1906	160,000,000	.....	120,000,000

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 256.

CONTROL OF WIRELESS TELEGRAPHY.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

A LETTER FROM THE SECRETARY OF THE NAVY RECOMMENDING THE ENACTMENT OF LEGISLATION GIVING THE REPRESENTATIVES OF THE GOVERNMENT A CERTAIN CONTROL OF WIRELESS TELEGRAPHY.

FEBRUARY 13, 1908.—Read; referred to the Committee on Naval Affairs and ordered to be printed.

To the Senate and House of Representatives:

I have received the following letter from the Secretary of the Navy:

"FEBRUARY 12, 1908.

"SIR: The Navy Department has the honor to invite the attention of the Executive to the necessity for the enactment of legislation whereby the representatives of the Government may have such control of wireless telegraphy as will insure noninterference with official messages.

"The Navy Department has, by order of the President, the control of the Government coast stations, but unofficial messages sent by these stations or by public vessels may be interfered with by other wireless stations operated either by commercial companies with a legitimate object or by irresponsible persons with malicious intent.

"Frequent occasions have arisen to illustrate the possible consequences of wireless interference; on one occasion an important message to the President of the United States while embarked on a naval vessel was interfered with and held up for a considerable time by the workings of a commercial wireless station; and instances have occurred wherein the naval stations at Newport, Washington, and San Francisco have at different times been interfered with by persons operating with no serious object.

"The recent International Wireless Telegraph Convention at Berlin, to which the United States was a party, deals only with 'wireless telegraph stations open to public service between the coast and vessels at

sea,' and therefore does not take cognizance of stations operated by private individuals for other than public service. It may be noted, however, that article 8 of the convention requires that: 'The working of the wireless telegraph stations shall be organized as far as possible in such manner as not to disturb the service of other wireless telegraph stations.'

"In view of the foregoing the Navy Department recommends that such legislation be enacted as will insure freedom of official messages from interference. To accomplish this the law should make it a punishable offense—

"(*a*) To originate or transmit a false message purporting to be official;

"(*b*) To break in and interfere with any wireless station while it is transmitting an official message;

"(*c*) To refuse to cease or fail to cease sending a private wireless message when called upon to do so by an operator having an official message to be sent.

"It will be noted that the enactment of law of the nature proposed would never seriously interfere with the legitimate working of commercial wireless installations. The restrictions suggested are intended to apply particularly to times of peace. During war it is contemplated that much more extensive prohibitions would be exercised to be put into effect in the absence of legislation by executive proclamation as a belligerent right.

"I am, sir, with great respect,

"V. H. METCALF,
"*Secretary.*"

I cordially indorse all that is above stated, and recommend the passage of such legislation as will accomplish the desired end.

THEODORE ROOSEVELT.

THE WHITE HOUSE,
February 13, 1908.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 257.

CONDITION OF NATIVES OF ALASKA.

Mr. TELLER presented the following

PAPER CONTAINING THE CHARGE OF JUDGE ROYAL A. GUNNISON, BEFORE THE GRAND JURY, IN THE DISTRICT COURT, AT JUNEAU, IN THE FIRST DIVISION, DISTRICT OF ALASKA.

FEBRUARY 13, 1908.—Referred to the Committee on Indian Affairs and ordered to be printed.

[In the district court for the district of Alaska, division No. 1, at Juneau.]

Special charge to the Juneau, December, 1907, grand jury.

GENTLEMEN OF THE GRAND JURY: There exists to-day in Alaska, and no more in this judicial division than elsewhere, a most deplorable condition of affairs among the natives. That steps toward the amelioration of this condition should be taken at once there can not be the slightest question. The court, as at present constituted, can not, we think, be characterized as pro native, but the state of abject misery in matters physical and social into which this race is rapidly sinking must cause one to consider what can be done not alone for the natives, but for the white people who are brought more or less in constant touch with them. Where and how to initiate a movement along these lines, as here briefly indicated, has furnished the subject of much meditation and numerous conferences with persons familiar with the conditions needing remedy and the causes thereof. While at first blush it may appear to one that the health conditions among the Alaskan natives or the social relations existing between the natives themselves and between the natives and the white men are matters best left alone, or in any event that these conditions are not new and are well enough cared for in the present way, nevertheless when thinking men stop to consider the situation in all its phases they can but realize that something must be done to improve matters, and that, again, to use the language of a well-known author, "The white man's burden" is here waiting to be taken up through definite Government channels.

Lest the attitude of the court toward the various denominational missions among the Indians shall be misconstrued or misunderstood, it seems advisable to say that the action here taken is in no way intended

to hinder, belittle, or supersede the valuable work of the various missions. On the contrary, it is certain that there is much to be done for the native which the missions are not able to accomplish. The ends to be attained and the means to that end, while in no way antagonistic, lie along a different path, and that the path of Government control. In the mind of the court, there is no more appropriate body to investigate a matter or to initiate a movement that is vital to the health and peace of our community than the grand jury, whose members have been chosen from among us, our neighbors and our business men. As has been said to you in a former charge, the people look to you for the protection of home and property from dangers resulting from disease, disorder, or disregard of law.

It is therefore earnestly recommended that you investigate the conditions, social and sanitary, in which the natives of this division live, with a view to ascertaining what they are and what need to be remedied, what are the causes of these undesirable conditions, and last, but by no means least, how these can be eliminated and better conditions established. The court realizes only too well its limited knowledge and experience along these lines, but scant as that knowledge and that experience are, they are sufficient to make plain the fact that the native is a ward without a guardian, a child without a guiding hand, and that he is such unto extermination without a physician.

The control governmentally of the native has been left to the district court and the commissioners, but that control is punitive only. When the Indian breaks the laws, established, by the way, for white men whose code of morals and habits of life are different, the Indian is hailed before the commissioner or the grand jury and district court, indicted, tried, usually convicted, and sentenced to jail, oftentimes for matters which under his native customs was not a crime. He serves his term of imprisonment and returns to his people bewildered and embittered, but not bettered. Weeks of time and thousands of dollars in money are annually spent in these futile endeavors to make the Indian understand the white man's way and obey the white man's law. The difficulties of the government of the native are too great and too serious to be left in any such careless way to a department of Government neither adapted to nor intended for it; and, further, from a business standpoint, the present system is utterly ineffective and immensely expensive in time and treasure.

Many of you—most of you, in fact—have fortunately had large experience with the Alaskan Indian, and the court feels, in calling this matter to your attention, that you will give to it an earnest and intelligent investigation that will be of great value in arriving at some remedy for a condition that is a menace to the peace, health, and business of this Territory.

If you shall deem it proper to investigate this subject, as suggested by the court, it is desired that you report your findings, with such recommendations as may seem to you proper in the premises.

Dated at Juneau, in said district and division, this 17th day of December, 1907.

ROYAL A. GUNNISON,
District Judge.

In the district court for the district of Alaska, division No. 1. Special December, 1907, term, at Juneau. In the matter of the special report of the grand jury.

To the Hon. ROYAL A. GUNNISON,
Judge of said court.

Since your honor has called our attention to the matter of the condition of the native inhabitants of Alaska we have made such investigation of the same as time and opportunity permitted. We have called before us a number of witnesses, some of whom have been personally familiar with the condition of the native inhabitants of Alaska for many years, and others who have a professional knowledge of the physical condition of the natives and their manner of life. Some of the members of this body, from a long residence in Alaska, are also more or less familiar with the situation and conditions.

From what we have ascertained, we are satisfied that the present situation is one calling for the application of appropriate remedies in order to preserve to the district a race of people naturally of a peaceable and industrious character, whom we believe capable by education of forming a desirable class of inhabitants. They have for many years furnished labor for the development of the fishing industry, the lumber industry, the fur trade, and the transportation facilities so important in the development of a frontier country.

PHYSICAL WELFARE.

The health of the native is of paramount importance since, by reason of their natural physical situation and the change in their mode of living which has been effected since the occupation of the country by white men, consumption and trachoma and other diseases are spreading among them to such an extent that their very existence is threatened. From the data which we have been able to obtain we are satisfied that within a few decades, if the mortality of the race continues as in the recent past, there will be no longer any native inhabitants to perform the needed labor which the progress and development of the country emphatically demands. The statistics, taken from a typical settlement of the natives, show a greater mortality than that of any other primitive race which has come in contact with Anglo-Saxon civilization. We append hereto a copy of a thorough and able report of Army Surgeon Paul Churchill Hutton on the sanitary condition of the natives of Alaska, which will confirm the fears herein expressed. We sanction and approve this report and join in recommendations contained therein.

These native people, infected as they are, eat at restaurants, occupy beds in hotels and on steamers, and travel over trails, and necessarily come in frequent contact with the white inhabitants, and thereby become a standing menace to the health of all the citizens of Alaska.

MORAL WELFARE.

This condition is very deplorable, and growing out of it a great many crimes which are designated in the laws applicable to civilized societies are, when enforced against these natives, productive of great injustice and oppression. Prosecutions for statutory rape, adultery,

and illegal cohabitation among the native inhabitants on conviction result in imposing heavy penalties upon conduct which is supported by the customs of the people to which the defendants belong. Often acquittals have resulted in miscarriages of justice, and no adequate or appropriate punishment could be imposed. While tribal customs and communal systems of living are rapidly disappearing, the habits formed by centuries of such systems have led to many infractions of the law which ought to be dealt with otherwise than in the courts of justice under our system.

We believe that many remedies can be applied and great improvement in all these conditions will result by the creation of some governmental representative similar in some respects to the Indian agent, superintendent, or inspector, that has been created for the regulation of the Indians of the plains. Such representatives would become familiar with the natives and be able to adjust a great many minor disputes and difficulties which now are sometimes brought into the courts of the district, resulting in wasted resources and a failure of substantial justice, as well as to improve the present sanitary conditions and health of the natives.

We believe that the experience of the Federal Government in the care of its native wards within the confines of the United States can be applied to the improvement of the conditions in Alaska to the mutual benefit of the native and white residents thereof.

Respectfully submitted.

HENRY SHATTUCK, *Foreman.*

REPORT OF CAPT. PAUL C. HUTTON, ASSISTANT SURGEON, U. S. ARMY.

OFFICE OF THE SURGEON, FORT WILLIAM H. SEWARD,
Haines, Alaska, October 28, 1907.

SIR: In compliance with cablegram from headquarters, Department of the Columbia, to the commanding officer of the post, I submit the following report concerning disease among the Indians of this district and the conditions under which they exist.

The statistics herewith sent were taken by me from Indians reporting at this hospital for treatment, and by a house to house canvass in which every native house or shack in Haines, Jones Point, and Hindustucky was visited. It was not possible to make a thorough examination in all instances, and such cases as complained of constant and severe cough, with purulent expectoration, accompanied with loss of weight, are carried as suspicious cases, while such a case with history of pulmonary hemorrhage is carried as a positive case. Scrofula, Pott's disease, and tubercular disease of bone, and other forms of tuberculosis are carried separately from the pulmonary cases. Many of the Indians are not at their homes at this time, and therefore not accessible. The records herewith sent include all the adult Indians available from data in this neighborhood at this time—117 cases.

It will be seen that 24, or 20.6 per cent of this number, have pulmonary tuberculosis in a sufficiently advanced form to permit the diagnosis to be made without difficulty. Of suspicious cases there are 14, or 12 per cent (nearly), who also probably have the pulmonary form.

Of tuberculous conditions, then, there are 36.8 per cent, while if those under suspicion are really attacked, those figures rise to nearly 48 per cent.

The accompanying records show 312 children to have been born to these 117 Indians. Of these 312 children 140 are living, while 172, or 55 per cent, are dead, 86 having died in infancy, 51 in childhood, and 35 in adult life. A history of tuberculosis was given in nearly all of the deaths among the adults, and death was ascribed to its cause in the vast majority of instances.

Some Indians were found to be blind or to possess impaired vision in one or both eyes, the condition having been brought about by trachoma. Such cases are designated on the records "Yes" after the word "trachoma," even though they do not at present suffer from the disease, and only those cases which are left incapacitated are recorded. Eight such cases (nearly 7 per cent) are mentioned, but this does not give a fair index to the prevalence of the disease, for the reason that they are all within 3 miles of a doctor and can receive treatment for trachoma, which usually yields readily to medication and does not result in blindness; and it is my belief that the Indians in isolated villages suffer much more severely than those in this neighborhood. This opinion commends itself to me for the reason that I have in three months treated several more cases of trachoma than these statistics indicate, and, so far as I know, only one has resulted in impaired vision. This is not recorded, track of him having been lost before it occurred to me to collect these records. It therefore seems fair to say that this data does not reveal the true state of affairs concerning trachoma, which being contagious is competent, when neglected and no prophylactic precautions taken, to incapacitate villages and districts.

The Indian has no idea of contagious diseases, and unless taught to do so takes no precaution to prevent the spread of disease to his family or neighbors, and on account of the squalor and filth in which they live the wonder is that any of them have survived. A portion of them reside in fairly good, one-room frame houses with glass windows, which they never employ for ventilation. On the contrary, the ingress of all air is sacredly prevented by the thorough caulking of windows, doors, and cracks, and the houses being without chimneys air can not enter. Imagine now one, two, or even more cases of tuberculosis, who occupy the same room in addition to the children and friends of the family, and who expectorate large quantities of tubercular sputum, containing countless millions of tubercular organisms promiscuously about the room. Imagine, also, that the room is rarely swept, never scrubbed, and is constantly littered with bones abandoned by dogs and children, crumbs, dirt, and filthy rags. If you can also imagine foul-smelling garments thrown carelessly on the floor, a few cooking utensils of the crudest forms containing remains of the last meal, a simple board bunk, or perhaps two, a small sheet-iron affair used for a stove, and one bench, an idea may be formed of the interior condition of the fairly prosperous Indian's house. Exteriorly the scene changes but little; discarded garments and old shoes lying rotting in the moist soil; salmon skin and fresh flesh disintegrating; tin cans partially filled with stinking slush and half buried; rotten logs and decaying organic matter everywhere. Both inside and outside we find everything conducive to the propagation of germs which produce the disease that now threatens their extermination.

That much can be done to relieve this situation I am confident. By calling natives together through their headmen in the villages and giving them two talks on domestic sanitation and the rudimentary laws of hygiene, considerable success was attained. Through an interpreter they were taught that germs produced certain diseases, and conditions described which favored their growth. A few simple suggestions concerning their expectoration and the cleanliness of their houses found instant favor among them, and their premises were cleared of rubbish on the outside and the floors and walls scrubbed on the inside with strong solution of commercial lye. At the present moment I know of several families with pulmonary tuberculosis among the members who have taken every precaution I have suggested and continued the practice.

I find the Indians to be better patients than the average white man, and consider them a tractable people, easy to teach and eager to learn. They have none of the prejudices which characterize the American Indian, and readily adopt civilized methods when properly presented. It would, therefore, not be such a difficult problem to prevent the rapid spread of diseases which are now destroying them.

An experience of three years in tubercular work leads me to the belief that much can be done to prevent the spread of tuberculosis by the employment of the simple hygienic laws and the teaching of domestic sanitation. Not only could much be done in the line of prevention, but much in the line of bettering the condition of those afflicted. For instance, I find that those Indians who live in shacks used for smoking salmon—a rude board house with a hole 3 to 8 feet square in roof to permit smoke to escape—do not have tuberculosis. Inquiry among them sustained this view, and certainly I found no person occupying such a dwelling suffering from tuberculosis. Natives living in tents suffer much less severely than those residing in wooden buildings, and if they were taught to live in a tent or in a salmon barn it is not unfair to assume that many incipient cases could be cured, and many moderately advanced cases improved to such an extent as to be self-supporting instead of being a drain upon their fellows. If this should be practicable, they could be induced to keep a fire inside and to ventilate their houses sufficiently—a practice which is not contraindicated by this climate except in the severest weather, which usually lasts but a short time.

I doubt if any country in the world can show such a percentage of tubercular natives, and the mortality from this disease is really terrible. One has but to visit a few shacks and question the natives as to the cause of death of his brother or his sister, or to view from the door the number of scrofulous children squatting about in sputum and filth, to see old women, ragged and foul smelling, sitting upon the floor in a foot of pollution, feebly attempting to weave baskets, while their garments are defiled by the most dreaded of the human family, to realize the necessity for action on the part of humanity.

Inasmuch as our Government has seen fit to stifle yellow fever and malaria in Cuba and Panama, and at present is furnishing doctors to certain tribes of Indians in the United States, it occurs to me that steps might be taken here to relieve the suffering, and prevent the extermination of a people who have had no chance to learn, but who are self-supporting and have received no assistance from the white man.

Unfortunately, I am not able to express an accurate opinion concerning the percentage of disease among the Indians of Alaska who

are scattered along the coast to the Aleutian Islands and northward, but have inquired into the subject from every white man that could give me information. Those who have been all over Alaska assure me that the condition here does not differ from that elsewhere; everywhere the natives are dying of tuberculosis, and are being incapacitated by trachoma. The number of Indians described in this paper is, of course, small, but we can have no good reason to believe that mortality is less or conditions better at other points. If reports from intelligent white men and natives are to be believed, disease is even more prevalent in some portions of Alaska than in this vicinity. The statements of all who travel here are in accord.

With the view to lessen this needless sacrifice of human life I urge that the following recommendations be considered, and that the matter be referred to the proper department of the Government at Washington:

I. That Alaska be divided into a certain number of sanitary districts and a sanitary officer placed in charge of each district, his duties to comprise the treatment of the sick, the instruction of natives in domestic sanitation and elementary laws of hygiene, and in a simple way to elevate them along sanitary lines.

II. That an intelligent Indian sanitary inspector be appointed for each town having 200 or more Indian inhabitants, who will first take a course in the required work under the sanitary officer, and returning to his village disseminate this knowledge among his people, reporting to his sanitary officer each week the number of cases of tuberculosis and trachoma, so far as he can judge, and the measures instituted by the afflicted and family to prevent their spread.

III. That the sanitary officer be required to visit such village having a sanitary inspector in his district at least once a year and such other villages as may be accessible and transportation permits. On these missions the sanitary inspectors should call the natives together through their head men at some public point and deliver to them simple talks and suggestions concerning their welfare.

IV. That the sanitary officer further instruct the sanitary inspectors in their duties by mail and whenever occasion offers.

V. That such sanitary inspectors receive $25 per month.

VI. That the duties of sanitary officers correspond in a general way to the duties of medical men in the Indian service in the United States and, in addition, the special sanitary work above enumerated.

VII. That a total of 16 sanitary officers be appointed.

VIII. That one chief sanitary officer be appointed, whose duties shall comprise the supervision of the sanitary officers and districts; the making of frequent inspections of districts, towns, and villages; giving legitimate directions to sanitary officers, and making such reports and recommendations as may be necessary. It is essential that the chief sanitary officer be a man of some experience in tuberculosis and general sanitary work.

Very respectfully,

PAUL C. HUTTON,
Captain, Assistant Surgeon, U. S. Army, Surgeon.

The ADJUTANT-GENERAL,
Department of the Columbia, Vancouver Barracks, Wash.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 258.

OUR UNELASTIC CURRENCY.

Mr. FLINT presented the following

ARTICLE FROM THE ATLANTIC MONTHLY OF JULY, 1906, UPON OUR UNELASTIC CURRENCY, BY GEORGE v. L. MEYER.

FEBRUARY 13, 1908.—Referred to the Committee on Finance and ordered to be printed.

OUR UNELASTIC CURRENCY.

[By GEORGE V. L. MEYER.]

When one compares the excessive fluctuations in the rates of interest at New York with those at London, Paris, and Berlin, it seems extraordinary that no action has been taken by our Government to remedy the defects in our currency system. In order to appreciate these enormous changes in the value of money, it is necessary to keep constantly in mind the fact that money is merely a commodity. If, for instance, the supply of ice were so fixed that the same quantity was meted out for each month, irrespective of the temperature or the requirements of the community, we should see in New York, during July and August, ice advancing to fabulous prices, on account of the extraordinary demand and the fixed limited supply, which could not be increased to meet the occasion during those two months. So in Wall street, a few months ago, the temperature rose, as it were, matters became excited, and the supply of money was not equal to the demand; and, as it could not be quickly increased to meet the temporary requirements, the rate actually rose to over 100 per cent.

Let us see what regulations are made in other countries, in order that their currency may have some elasticity and be able to meet emergencies in case of a crisis.

England.—By the law of 1844 the Bank of England was divided into two departments: (1) For issuing paper money, (2) for ordinary banking. The department for issuing paper money acquired the reserve of the Bank of England with 14,000,000 sterling of securities, mostly government bonds. This department of the bank is allowed to issue 5-pound notes and upward to the full extent of the reserve, plus an additional sum of 14,000,000 sterling on the credit of the securities above mentioned; thus the circulation could not exceed the coin reserve by more than 14,000,000 sterling in 1844.

The law of 1844, besides prohibiting the establishment of any more banks of issue than already existed in that year, and besides limiting the circulation of these banks to the amount extant among them in April, 1844, further provided that if one of these banks of issue should fail or withdraw, then the Bank of England could be authorized by order in council to add to its own issue two-thirds of what the late bank had had the right to issue.

In consequence of this provision the authorized issue of the Bank of England against securities up to the present date (of March 1, 1906) has been increased by £4,450,000 beyond the 14,000,000 sterling provided by the bank act of 1844.

A distinction has to be drawn between notes "issued" and notes "in circulation." Notes are technically issued by the Bank of England when they are transferred from the issue department to the banking department. Thus it is practically a fact that the bank always "issues" notes up to the full extent of its legal power. But the notes so "issued" are not all "in circulation," a large proportion of them usually being held by the bank in its banking department.

The Bank of England is by practice the depository of the ultimate gold reserve of the country; consequently the bank has to have on hand a large cash reserve in its banking department. It is not necessary, however, that the entire banking reserve should be held in the banking department in the form of gold and silver coin, about £2,000,000 being so held for the convenience of current transactions. The remainder is deposited as gold coin or bullion in the issue department, and notes representing that amount take its place in the banking reserve of the banking department. It will therefore be found that the notes in circulation, plus the notes held by the bank, equal the gold in the issue department, plus the issue against securities. Thus in the year 1895 the equation stood approximately as in Table A[a].

From which it will be seen that the total amount of notes issued by the Bank of England in that year was £53,100,000, but the actual notes in circulation were only £25,800,000.

On the 1st of March, 1906, the notes issued from the issue department of the Bank of England were £53,938,330. Of this amount £28,265,930 were in circulation (in the hands of the public) and £25,672,400 were held by the bank in the banking department. In that year the equation would have read as in Table B.[b]

Hence we see that on March 1, 1906, without any further addition to the stock of gold held by the Bank of England, its currency had a possible increase for circulation to the full amount of the notes held by the bank, namely: £25,672,400. In other words, it could almost double its outstanding circulation.

Any elasticity beyond this 25,000,000 sterling would have required the suspension of the law of 1844. Owing to a sudden and unprecedented demand for money in 1847, 1859, and 1866, the Government, to avoid a panic and possibly save the bank, repealed the law in order to allow the bank to issue paper money (over and above the reserve, plus the issue against securities) till all legitimate demands were satisfied. Thus on three occasions the crisis was tided over. In each case the law of 1844 was resumed, and is in force to-day.

The silver in the reserve fund must never exceed one quarter of the gold coin and bullion, but as a matter of fact the reserve in England since 1861 has been entirely in gold.

France.—The control of the Bank of France is vested in a governor and two subgovernors, who are appointed by the French Government, and by 15 regents and 3 censors, elected by an assembly of the 200 largest stockholders. No deputy or senator can serve as governor or

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[a] TABLE A.—Notes in circulation, £25,800,000+notes in bank, £27,300,000=gold, £36,300,000+securities (bank act, 1844), £16,800,000.

[b] TABLE B.—Notes in circulation, £28,265,930+notes in bank, £25,672,400=gold, £35,488,330=securities, £18,450,000.

as subgovernor, while 3 of the regents must be chosen from among the Government's receivers-general of finance. The governor, subgovernors, regents, and censors together compose the general council of the bank, which determines the rate of discount and the like. The issue of paper money is under the special care of the 3 censors, without whose unanimous consent no issue can be made. The Bank of France issues paper money, but of no denomination less than 50 francs. The money is of value because of the credit of the bank. Its policy, however, is to keep so substantial a reserve of gold and silver that it may be able to replace, on demand, its notes by gold and silver.

Since 1880 the policy has been to increase the proportion of gold in the reserve, and from that date the silver in the reserve has remained at about 1,100,000,000 francs. On the other hand, the gold in the reserve has risen from 550,000,000 francs in 1880 to about 3,000,000,000 francs in 1906. Hence the reserve of the Bank of France is now composed of about three-fourths gold, instead of about one-third gold, as in 1880.

As there is a legal limit to the amount of paper money which the Bank of France can issue, there is consequently a limit to the elasticity of its currency. Thus, in 1880 the legal limit of the paper money which the Bank of France could issue was 3,200,000,000 francs, while the actual amount of paper money in circulation was about 2,319,000,000 francs. The reserve at that time was 1,775,000,000 francs, of which 550,000,000 francs was gold, and 1,225,000,000 francs silver. In January, 1906, the legal limit of the paper money which the Bank of France could issue was 5,800,000,000 francs, while the actual amount of paper money in circulation at the same period was 4,721,000,000 francs. The reserve was 2,844,000,000 francs gold and 1,054,000,000 silver. Consequently it will be seen that a considerable and increasing elasticity is secured by the bank arranging with the minister of finance, when the actual circulation approaches too nearly the legal limit, that a law be passed raising the legal limit to a figure which allows increased circulation. This was last done at the end of 1905, the legal limit of issue being raised from 5,000,000,000 francs to 5,800,000,000 francs. The actual notes in circulation in 1905 were 4,408,000,000, and on the 1st of February, 1906, 4,831,000,000, permitting an increase of elasticity of about 1,000,000,000 francs.

The following table will show the capital of the Bank of France, also the circulation and reserve of various years since 1870:

[Present capital 182,500,000 francs.]

Years.	Legal.	Actual.	Gold.	Silver.	Total.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*
1880	3,200,000,000	2,319,000,000	550,000,000	1,225,000,000	1,775,000,000
1884	5,200,000,000	.....	.....	.....	.....
1897	5,200,000,000	3,872,000,000	1,945,000,000	1,105,000,000	3,150,000,000
1904	5,200,000,000	.....	2,650,000,000	1,098,000,000	3,749,000,000
1905	5,200,000,000	4,408,000,000	2,864,000,000	1,071,000,000	3,935,000,000
1906, January	5,800,000,000	4,721,000,000	2,853,000,000	1,057,000,000	3,911,000,000
1906, February 1	5,800,000,000	4,831,000,000	2,848,000,000	1,054,000,000	3,902,000,000

Germany.—By the laws of 1875 thirty-three banks in the German Empire were granted the right to issue paper money. Since then twenty-seven banks have relinquished the right, and to-day only [illegible] of the banks privileged in 1875 to issue paper money [illegible] in po[illegible]sion of this privilege, of which the principal one is [illegible]

the others being the Bavarian, Dresdner, Würtemberg, Baden, and Brunswick.

The German banks can only issue paper money against security actually in their possession, as defined in the law of 1875. At least one-third of the circulation of each bank must be based on gold in bars or in coin—current German coin—and imperial treasury notes.

The reserve of these banks may consist of gold in coin and bars and other current German coin, imperial treasury notes, and notes of other German banks.

In order that the circulation should be elastic and still under proper control, it was further provided that, when the banks issued paper money in excess of their reserve plus a stated sum,[a] they should then pay a tax of 5 per cent per annum on the excess issued. The untaxable excess of the first five banks enumerated above is the same, namely, 71,600,000 marks, as it was in 1875, but that of the Reichsbank has been increased from 250,000,000 marks, first by absorbing to itself the excess of twenty-five banks (43,400,000 marks) as they renounced their rights of issue, and by a law which went into effect on January 1, 1901, raising the untaxable excess of the Reichsbank to 450,000,000 marks. This excess has been still further increased by 20,000,000 marks since January 1, 1901, by the remaining two banks of the twenty-seven giving up their issue of paper money.

The policy of the Reichsbank is well shown by the fact that, while the law compels it to base only one-third of its circulation on gold coin, bullion, and treasury notes, it has steadily pursued the policy of increasing the coin and bullion in its reserve.

Thus, in 1905 its total paper in circulation was 1,335,000,000 marks.

Its total average of coin and bullion reserve was 972,000,000 marks, made up as follows:

	Marks.
Gold in German coin	470, 955, 000
Gold in bar and foreign coin	274, 322, 000
	745, 277, 000
Silver thalers	93, 287, 000
Silver and copper, fractional	134, 395, 000
	972, 959, 000

The Reichsbank exceeded its untaxable excess nine times in the course of the year 1905, as follows:

	Marks.
March 31	21, 000, 000
June 30	98, 000, 000
September 30	450, 000, 000
October 7	268, 000, 000
October 14	142, 000, 000
October 23	25, 000, 000
October 31	146, 000, 000
November 7	75, 000, 000
December 30	355, 000, 000

	Marks.
[a] 1. Bavarian Bank	32, 000, 000
2. Dresdner Bank	16, 771, 000
3. Würtemberg Bank	10, 000, 000
4. Baden Bank	10, 000, 000
5. Brunswick Bank	2, 829, 000
6. The Reichsbank	470, 000, 000
	541, 600, 000

For these various excesses it was charged, by virtue of the 5 per cent tax, the sum of 1,651,000 marks.

In 1904 there was charged to similar excesses, by virtue of the same tax, the sum of 1,118,000 marks.

The United States.—In the United States paper currency is issued by the United States Treasury and also by the national banks.

At the end of November, 1905, the United States Treasury statement was as follows:

$526,020,869 gold certificates against $526,020,869 gold coin.

$475,735,000 silver certificates against $475,735,000 silver dollars.

$8,478,000 Treasury notes against $8,478,000 silver dollars of 1890.

$346,681,016 United States notes against $150,000,000 gold coin and bullion (reserve fund).

In the general fund there was an additional supply of gold in coin, bullion, and gold certificates amounting to $135,500,000, approximately.

That the number of national banks increased from 3,871 in 1900 to 5,833 in 1905 shows that a nation so prosperous and extended as the United States of America requires constant extension of the banking and financial machinery.

In November, 1905, national-bank notes outstanding were about $485,000,000, against which there had been deposited by the national banks with the Government an equal amount of United States government bonds.

The statement of the United States Treasury shows that—

The amount of outstanding bonds on the 30th November, 1905, was	$895,159,000
To secure circulation, national-bank notes, and United States Government deposits, about	551,240,000
Total amount for further circulation	343,919,000

But of this amount a certain proportion would not be available, being held abroad; also a large number of permanent investments are made by trustees, savings banks, insurance companies, trust companies, and other fiduciary institutions in this country. Besides, of the $343,919,000 of bonds, $117,000,000 are redeemable after July 1, 1907, and $64,000,000 after August 1, 1908. This will reduce the total amount for further bank-note circulation to $162,000,000.

On the 1st of January, 1906, with the gold coin in circulation, which was said to be about $650,000,000, the moneys in the hands of the people of the United States exceeded all previous records, the official statement showing an average of about $31.80 per capita, on an estimated population of 84,000,000. There is at present a law limiting to $3,000,000 per month the amount of lawful money which the banks may deposit for the retirement of their circulation. The committee of finance and currency of the New York Chamber of Commerce apparently wished to recommend the repeal of this limitation. Secretary Shaw, in his published letter of February 7, 1906, addressed to Mr. Schiff, concerning the recommendation, calls attention to the fact that such action would make it possible to retire all our national bank circulation in a very short period.

The Secretary also stated that banks find it profitable to buy Government bonds with which to increase their circulation, when money is cheap and at a very low rate of interest, and consequently find it more

profitable to sell their bonds and retire their circulation when money is dear and worth high rates of interest.

As evidence of this, the Secretary of the Treasury showed that the New York City banks increased their circulation $5,000,000 during July and August, when money was plenty and low, and actually contracted their circulation by $2,750,000 during the months of October, November, and December, 1905, when the rate of interest reached 100 per cent.

The committee of the New York Chamber of Commerce criticises the Secretary's suggestion of allowing to the national banks of issue an additional circulation, in time of money stringency, of 50 per cent of the bond circulation, subject to a 5 per cent or 6 per cent tax. This plan the committee characterizes as inflation. It would appear, however, that a similar method in the case of the German Reichsbank works, as it were, automatically. Money is issued when a stringency occurs, and, owing to the tax to which it is subjected, retires when normal conditions return. It is obvious that when the current rate is not above 5 per cent there is no longer an incentive for the Reichsbank to continue its circulation subject to a 5 per cent tax.

If in the United States the privilege of a 50 per cent additional circulation subject to a 6 per cent tax had been in force last November and availed of by every national bank of issue throughout the country at the same time—which is not probable—the total increase of currency for the time being from the Atlantic to the Pacific would have been about $240,000,000, or less than 10 per cent of all the moneys probably in circulation in the United States. Of this sum $25,000,000 would have been available in the New York City banks.

Experts must decide whether the above amount is excessive, distributed as it is among so many banks, or whether it is out of all proportion when compared to the 450,000,000 marks ($112,000,000) that the Reichsbank alone had in circulation subject to a 5 per cent tax on September 30, 1905. It has been shown that the Bank of France (January, 1906) could, without any tax, and subject only to the unanimous consent of the three censors, issue 1,000,000,000 francs ($200,000,000), while in London for a number of years the banking department of the Bank of England has held its notes to the extent of 25,000,000 sterling ready to be placed in circulation as the occasions require. The British Government has, besides, established in the past the precedent of temporarily repealing, in case of need, the law of 1844 limiting the issue of paper money.

The excessive money stringencies which are peculiar to the United States, and due to a great extent to our defective system, should be avoidable when we take into consideration our real financial strength and standing. Therefore, in view of the serious inconveniences of our unelastic currency which have been experienced in the past, and which will occur again in the future, it would seem to be the duty of Congress to consider the question seriously, and take such action as is proper and necessary in order to grant to the currency the required elasticity.

O

60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 278.

INTERSTATE COMMERCE CORPORATIONS OWNING CAPITAL STOCK OF OTHER TRANSPORTATION CORPORATIONS.

LETTER FROM THE CHAIRMAN OF THE INTERSTATE COMMERCE COMMISSION, TRANSMITTING STATEMENTS IN RESPONSE TO A SENATE RESOLUTION OF JANUARY 13, 1908, INQUIRING AS TO WHETHER ANY CORPORATIONS ENGAGED IN INTERSTATE COMMERCE ARE THE OWNERS OF ANY CAPITAL STOCK OF OTHER CORPORATIONS TRANSPORTING PASSENGERS AND FREIGHT, ETC.

FEBRUARY 14, 1908.—Referred to the Committee on Interstate Commerce and ordered to be printed.

INTERSTATE COMMERCE COMMISSION,
Washington, February 13, 1908.

To the Senate:

The Interstate Commerce Commission, responding to the resolution of the Senate, dated January 13, 1908, directing it "to inform the Senate whether any corporations engaged in interstate commerce are the owners of any of the capital stock of other corporations which are transporting passengers and freight; and if so, * * * to transmit a statement showing the extent and details of such ownership, so far as the facts now appear in the office of the Commission, and to state in what cases the corporations whose stocks so owned have been competitors for traffic with the corporations owning their stock," transmits herewith three statements as follows:

First. Exhibit A, showing principal railway systems in the United States and the relation of their component parts to the controlling corporation, being Table II of Appendix VI of Digest of Hearings Before Senate Committee on Interstate Commerce, dated June 30, 1904, corrected down to June 30, 1906, and embodying information derived from annual reports from the railways to the Interstate Commerce Commission and from Special Report Series, Circulars 1 and 2, on Intercorporate Relationships.

Second. Exhibit B, showing holdings of railway companies in express companies, holdings of express companies in railway companies, and holdings of express companies in express companies; embodying information obtained in Special Report Series, Circulars 1 and 2, on Intercorporate Relationships.

Third. Exhibit C, containing text of Appendix VI of Digest of Hearings Before Senate Committee on Interstate Commerce, dated December 15, 1905.

Explanatory of these matters, inclosed herewith, will be found a letter from Mr. Henry C. Adams, in charge of statistics and accounts, by whom these statements have been prepared under the direction of the Commission.

Aside from the inquiry which resulted in the Northern Securities case, the investigation of the relations between certain carrier and

coal companies on their lines and the inquiry into the affairs of the Union and Southern Pacific systems, the Commission has made no general or direct investigation of the restraint of competition between carriers resulting from the ownership by one company of the stock of another. Any expression by the Commission, therefore, in response to the resolution, other than that to be found in the reports of the Commission already made public in connection with these three investigations, would be, in the main, an inference based upon the common knowledge and understanding that lines of separate and independent ownership serving the same territory, particularly when carrying between the same points of origin and destination, have been competitors.

While it is believed by the Commission that the accompanying exhibits contain substantially the information called for in the resolution, further details respecting the same will be available in the forthcoming report referred to in the letter of Mr. Adams, but it is not deemed desirable to delay this response until such report can be printed.

Very respectfully, MARTIN A. KNAPP,
Chairman.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF STATISTICS AND ACCOUNTS,
Washington, January 27, 1908.

DEAR SIR: In conformity with verbal instructions, I herewith transmit certain facts bearing upon the intercorporate ownership of railway stock and railway bonds by railway corporations, so classified as to indicate the extent to which and the manner in which such intercorporate ownership tends to the concentration of railway control in the United States. The resolution of the Senate calling for this information directs that it shall be given "so far as the facts now appear in the office of the Commission."

The material on file in the Division of Statistics and Accounts, which meets most perfectly the purpose of the resolution, is in the form of returns to Special Report Series, Circulars Nos. 1 and 2, on Intercorporate Relationships. The immediate purpose of these circulars was to enable this office to eliminate from its compilations the intercorporate holdings of railway securities and by this means to obtain a net figure of the outstanding securities in the hands of the public. This purpose is somewhat different from that called for by the Senate resolution, and the material which these circulars contain could not be put in a form to meet the strict requirements of the resolution within a reasonable time. It may be remarked in passing, however, that this Special Report on Intercorporate Relationships, which will shortly be ready for publication, will contain a large amount of available information bearing upon the subject underlying the Senate resolution.

In order to meet promptly the request of the Senate, it has seemed best to accept as the basis of a special compilation a table covering the intercorporate holdings of stock and bonds to be found in Appendix VI of the Digest of Hearings before the Senate Committee on Interstate Commerce (pp. 635–677), dated December 15, 1905. This table shows for June 30, 1904, the principal railway systems of the

United States and the relation of their component parts to the controlling corporation so far as that relation turns on the intercorporate ownership of stocks and bonds. The facts there presented have been corrected and brought down to June 30, 1906, and are herewith submitted as Exhibit A. For the most part the leading facts are in the possession of the Commission as of June 30, 1907, being contained in the annual reports of carriers for that year. Under the law, however, these annual reports are not filed with the Commission until September 30, and the facts which they contain relative to intercorporate holdings and investments have not yet been fully examined and checked, for which reason they are not available for making an immediate reply to the Senate resolution.

It will be observed that the table of June 30, 1904, derives some of its information from unofficial sources. The corrected tables as of June 30, 1906, are made up entirely from official sources, that is to say, the special and annual reports of carriers to the Commission. The fundamental change to be observed during the two years which elapsed between the two reports is a growing tendency toward concentration of railway interests. Practically no cases have occurred where roads have been taken out from under systems of which they were a part on June 30, 1904. On the other hand, large numbers of railway companies which were considered to be independent in 1904 were brought under the control of systems. Concentration has taken place not alone on the financial side through corporate ownership or control, but also on the operating side; that is, many roads which were parts of systems, but were operated separately in 1904, have since lost their identity and have been merged in the main corporation and now make up a part of the mileage of the main stem.

Appendix B presents the information on file in this office concerning the relation of express companies to each other and to railway companies. This is transmitted because it is thought that this comes within the scope of the resolution. It consists of three tables showing holdings of railway companies in express companies; the holdings of express companies in railway companies, and the holdings of express companies in express companies. This material is derived entirely from Special Report Series, Circulars 1 and 2, on Intercorporate Relationships.

There is also submitted, marked "Exhibit C," a copy of Appendix 6 of the Digest of the Hearings before the Senate Committee on Interstate Commerce, Senate of the United States, entitled "Concentration of railway control in the United States." The explanations contained in the text of this appendix apply to the data submitted in Exhibit A, which accompanies this letter. Attention is also called to the fact that in a table facing page 108 of Appendix VI just referred to, will be found another method of testing and measuring the extent of the concentration of railway control. This table shows the manner in which the boards of directors of important railways are made up. The significance of this table as bearing upon the purpose of the resolution of the Senate under consideration arises from the fact that the ability to appoint a director upon the board of what might otherwise be a competing company is one of the motives which leads a corporation to invest in the securities of another corporation.

I have not ventured to consider that portion of the Senate resolution which asks the Commission "to state in what cases corporations

whose stocks so owned have been competitors with corporations owning their stock" as this is a matter of fact not shown by the record.

All of which is respectfully submitted.

HENRY C. ADAMS,
In charge of Statistics and Accounts.

Hon. MARTIN A. KNAPP,
Chairman Interstate Commerce Commission,
Washington, D. C.

EXHIBIT A

SHOWING PRINCIPAL RAILWAY SYSTEMS IN THE UNITED STATES AND THE RELATION OF THEIR COMPONENT PARTS TO THE CONTROLLING CORPORATION.

BEING TABLE II OF APPENDIX VI OF DIGEST OF HEARINGS BEFORE SENATE COMMITTEE ON INTERSTATE COMMERCE, DATED JUNE 30, 1904, CORRECTED TO JUNE 30, 1906.

The information is derived from annual reports of the railways to the Interstate Commerce Commission and from Special Report Series, Circulars 1 and 2, on Intercorporate Relationships.

TABLE OF CONTENTS.

System:	Page.
Pennsylvania	8–10
Baltimore & Ohio	11
Norfolk & Western	12
New York Central	12–14
Cleveland, Cincinnati, Chicago & St. Louis	15
Chicago & Northwestern	16
Reading	16, 17
Chesapeake & Ohio	18
Erie	18–19
Cincinnati, Hamilton & Dayton	19
Southern	20, 21
Delaware, Lackawanna & Western	21
Hocking Valley	22
Richmond-Washington	22
Great Northern	23
Northern Pacific	24
Chicago, Burlington & Quincy	25
Union Pacific	26, 27
Southern Pacific	27, 28
Rock Island	29, 30
Chicago & Alton	31
Missouri Pacific	31, 32
Wabash	33
Western Maryland	33
St. Louis Southwestern	34
Texas & Pacific	34
Denver & Rio Grande	35
Atlantic Coast Line	36, 37
Atchison	37, 38
New York, New Haven & Hartford	39
Illinois Central	40
Chicago, Milwaukee & St. Paul	41
Boston & Maine	42
Missouri, Kansas & Texas	43
United States Steel Corporation	43, 44
Colorado & Southern	45
Minneapolis & St. Louis	45
Seaboard	46
Grand Trunk	47
Canadian Pacific	48
Central of Georgia	48, 49
Chicago Great Western	49

Principal railway systems in the United States and the relation of their component parts to the controlling corporation.

PENNSYLVANIA SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Pennsylvania R. R. Co	3,927.16			
Baltimore, Chesapeake & Atlantic Ry. Co.	87.66	Pennsylvania R. R. Co. and subsidiaries.	Stock ownership	Pennsylvania R. R. Co. and its two subsidiary companies, the Philadelphia, Baltimore & Washington R. R. Co. and the Delaware R. R. Co., own a majority of the capital stock of the Baltimore, Chesapeake & Atlantic Ry. Co.
Maryland, Delaware & Virginia Ry. Co.	82.62	Baltimore, Chesapeake & Atlantic Ry. Co.	do	Baltimore, Chesapeake & Atlantic Ry. Co. owns a majority of the capital stock of the Maryland, Delaware & Virginia Ry. Co.
Cherry Tree & Dixonville R. R. Co	27.35	Pennsylvania R. R. Co.	do	Pennsylvania R. R. Co. and the New York Central own all the capital stock of the Cherry Tree & Dixonville R. R. Co., one-half each.
Cumberland Valley R. R. Co	163.15	do	do	Pennsylvania R. R. Co. owns a majority of the capital stock of the Cumberland Valley R. R. Co.
Long Island R. R. Co	391.84	do	do	Pennsylvania R. R. Co. owns a majority of the capital stock of the Long Island R. R. Co.
Monongahela R. R. Co	57.36	do	do	Pennsylvania R. R. Co. and the New York Central own all the capital stock of the Monongahela R. R. Co., one-half each.
New York Connecting R. R. Co	1.33	do	do	Pennsylvania R. R. Co. and the New York, New Haven & Hartford System own all the capital stock of the New York Connecting R. R. Co., one-half each.
New York, Philadelphia & Norfolk R. R. Co.	112.00	do	Operating agreement.	Pennsylvania R. R. Co. owns the option to purchase the New York, Philadelphia & Norfolk R. R. Co., and also has an operating contract with it.
Northern Central Ry. Co	462.06	do	Stock ownership	Pennsylvania R. R. Co. owns a majority of the capital stock of the Northern Central Ry. Co.
Union R. R. Co. of Baltimore	9.50	Northern Central Ry. Co.	do	Northern Central Ry. Co. owns a majority of the capital stock of the Union R. R. Co. of Baltimore, and the Philadelphia, Baltimore & Washington R. R. Co. owns the remainder.
Pennsylvania Co	1,408.44	Pennsylvania R. R. Co.	do	Pennsylvania R. R. Co. owns all the capital stock of the Pennsylvania Co.
Baltimore & Sparrows Point R. R. Co.	4.77	Pennsylvania Steel Co.	do	Pennsylvania Steel Co. owns all the capital stock of the Baltimore & Sparrows Point R. R. Co., and is controlled by the Pennsylvania Co.
Central Indiana Ry. Co	127.04	Pennsylvania Co	do	Pennsylvania Co. and the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. own all the capital stock of the Central Indiana Ry. Co., one-half each.
Chicago, Indiana & Eastern R. R. Co.	43.00	do	do	Pennsylvania Co. owns majority of the capital stock of the Chicago, Indiana & Eastern R. R. Co.
Cincinnati, Lebanon & Northern Ry. Co.	45.71	do	do	Pennsylvania Co. owns a majority of the capital stock of the Cincinnati, Lebanon & Northern Ry. Co.
Cleveland, Akron & Columbus Ry. Co.	206.24	do	do	Pennsylvania Co. owns a majority of the capital stock of the Cleveland, Akron & Columbus Ry. Co.

Cornwall & Lebanon R. R. Co	26.41	Pennsylvania Steel Co.	do	Pennsylvania Steel Co. owns a majority of the capital stock of the Cornwall & Lebanon R. R. Co., and is controlled by the Pennsylvania Co.
Grand Rapids & Indiana Ry. Co.	581.79	Pennsylvania Co	do	Pennsylvania Co. owns a majority of the capital stock of the Grand Rapids & Indiana Ry. Co.
Louisville Bridge Co	2.45	do	do	Pennsylvania Co. owns a majority of the capital stock of the Louisville Bridge Co.
Manufacturers Ry. Co	3.01	Toledo, Walhonding Valley & Ohio R. R. Co.	do	Toledo, Walhonding Valley & Ohio R. R. Co., a majority of whose capital stock is owned by the Pennsylvania Co., owns all the capital stock of the Manufacturers Ry. Co.
Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.	1,427.17	Pennsylvania Co	do	Pennsylvania Co. owns a majority of the capital stock of the Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.
Cincinnati & Muskingum Valley R. R. Co.	148.45	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.	do	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co. owns all the capital stock of the Cincinnati & Muskingum Valley R. R. Co.
Indianapolis Union Ry. Co	12.64	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co. and Vandalia R. R. Co.	do	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co. owns two-fifths and Vandalia R. R. Co. owns one-fifth of the capital stock of Indianapolis Union Ry. Co. The remaining two-fifths are owned by the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.
Pittsburg, Chartiers & Youghiogheny Ry. Co.	21.96	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.	do	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co. and the New York Central System own all the capital stock of the Pittsburg, Chartiers & Youghiogheny Ry. Co., one-half each.
Union Depot Co. (Columbus, Ohio).	.25	do	do	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co. and the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. own all the capital stock of the Union Depot Co. (Columbus, Ohio), one-half each.
Vandalia R. R. Co	828.19	Pennsylvania Co	do	Pennsylvania Co. owns a majority of the capital stock of the Vandalia R. R. Co.
Waynesburg & Washington R. R. Co.	28.15	Chartiers Ry. Co	do	Chartiers Ry. Co. owns a majority of the capital stock of the Waynesburg & Washington R. R. Co., and the Pennsylvania Co. owns a majority of that of the Chartiers Ry. Co.
Wheeling Terminal Ry. Co	9.65	Pennsylvania Co	do	Pennsylvania Co. owns all the capital stock of the Wheeling Terminal Ry. Co.
Philadelphia, Baltimore & Washington R. R. Co.	707.36	Pennsylvania R. R. Co.	do	Pennsylvania R. R. Co. owns practically all the capital stock of the Philadelphia, Baltimore & Washington R. R. Co.
Rosslyn Connecting R. R. Co	3.16	Philadelphia, Baltimore & Washington R. R. Co.	do	Philadelphia, Baltimore & Washington R. R. Co. owns all the capital stock of the Rosslyn Connecting R. R. Co.
West Jersey & Seashore R. R. Co	335.23	Pennsylvania R. R. Co. and subsidiaries and allied interests.	do	Pennsylvania R. R. Co. and allied interests own a majority of the capital stock of the West Jersey & Seashore R. R. Co.
Total operated mileage of Pennsylvania System.	11,293.13			

NORFOLK & WESTERN SYSTEM.

[See statement of minority holdings of Pennsylvania System.]

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Norfolk & Western Ry. Co	1,874.86			
Big Stony Ry. Co	10.68	Norfolk & Western Ry. Co.	Stock ownership	Norfolk & Western Ry. Co. owns majority of capital stock of Big Stony Ry. Co.
West Virginia Southwestern Ry. Co	11.20	do	do	Norfolk & Western Ry. Co. owns majority of capital stock of Virginia Southwestern Ry. Co.
Total operated mileage of Norfolk & Western System.	1,896.74			

The Norfolk & Western, together with the Atlantic Coast Line Co., the Chesapeake & Ohio, the Seaboard Air Line, and the Southern Railway, owns a majority of the capital stock of the Old Dominion Steamship Line, which operates a line of steamers from New York to Norfolk and Richmond, Va., and auxiliary lines.

PRINCIPAL MINORITY HOLDINGS.

he capital stock of Marion & Rye Valley R. R. Co., which on June 30, 1906, operated 18.10 miles.
t in the capital stock of Norfolk & Portsmouth Belt Line R. R. Co., which on June 30, 1906, operated 9 miles.

NEW YORK CENTRAL SYSTEM.

port made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
& Hudson River	3,580.20			
onville R. R. Co	27.35	New York Central & Hudson River R.R. Co.	Stock ownership	New York Central & Hudson River R. R Co. and the Pennsylvania System own all the capital stock of the Cherry Tree & Dixonville R. R. Co., one-half each.
legheny Valley & Pitts- R. R. Co.	90.51	do	Lease and stock ownership.	New York Central & Hudson River R. R. Co. owns a majority of the capital stock of the Dunkirk, Allegheny Valley & Pittsburgh R. R.Co.
Shore & Michigan Southern Ry. Co.	1,520.35	do	Stock ownership	New York Central & Hudson River R. R. Co. owns a majority of the capital stock of the Lake Shore & Michigan Southern Ry. Co.
Chicago, Indiana & Southern R. R. Co.	190.44	Lake Shore & Michigan Southern Ry. Co.	do	Lake Shore & Michigan Southern Ry. Co. owns practically all the capital stock of the Chicago, Indiana & Southern R. R. Co.
Indiana Harbor R. R. Co	84.77	Lake Shore & Michigan Southern Ry. Co. and Michigan Central R. R. Co.	do	Lake Shore & Michigan Southern Ry. Co. and Michigan Central R. R. Co. own all the capital stock of the Indiana Harbor R. R. Co., one-half each.

BALTIMORE & OHIO SYSTEM.

[See statement of minority holdings of Pennsylvania System.]

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Baltimore & Ohio R. R. Co.	4,029.93			
Cleveland, Lorain & Wheeling Ry. Co.	194.28	Baltimore & Ohio R. R. Co.	Stock ownership	Baltimore & Ohio R. R. Co. owns a majority of the capital stock of the Cleveland, Lorain & Wheeling Ry. Co.
Cleveland Terminal & Valley R. R. Co.	92.72	do	do	Baltimore & Ohio R. R. Co. owns a majority of the capital stock of the Cleveland Terminal & Valley R. R. Co.
Ohio & Little Kanawha R. R. Co.	74.26	do	do	Baltimore & Ohio R. R. Co. owns a majority of the capital stock of the Ohio & Little Kanawha R. R. Co.
Ravenswood, Spencer & Glenville Ry. Co.	32.40	do	do	Baltimore & Ohio R. R. Co. owns a majority of the capital stock of the Ravenswood, Spencer & Glenville Ry. Co.
Sharpsville R. R. Co.	17.75	do	do	Baltimore & Ohio R. R. Co. owns a majority of the capital stock of the Sharpsville R. R. Co.
Staten Island Ry. Co.	12.65	do	do	Baltimore & Ohio R. R. Co. owns a majority of the capital stock of the Staten Island Ry. Co.
Staten Island Rapid Transit Ry. Co.	10.87	do	do	Baltimore & Ohio R. R. Co. owns all of the capital stock of the Staten Island Rapid Transit Ry. Co.
Valley R. R. Co. (of Virginia)	62.12	do	do	Baltimore & Ohio R. R. Co. owns a majority of the capital stock of the Valley R. R. Co. (of Virginia).
Total operated mileage of Baltimore & Ohio System.	4,526.98			

PRINCIPAL MINORITY HOLDINGS.

Baltimore & Ohio R. R. Co. owns one-fourth of the capital stock of the Akron & Barberton Belt R. R. Co., which on June 30, 1906, operated 26.06 miles.
Baltimore & Ohio R. R. Co. owns one-fourth of the capital stock of the Belington & Northern R. R. Co., which on June 30, 1906, operated 4.06 miles.
Baltimore & Ohio R. R. Co., through Baltimore & Ohio Southwestern R. R. Co., jointly with Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns the Central Union Depot & Ry. Co., of Cincinnati, which on June 30, 1906, operated 1.44 miles.
Baltimore & Ohio R. R. Co. owns one twenty-fifth of the stock of the Chicago Union Transfer Ry. Co., which on June 30, 1906, operated 7 miles.
Baltimore & Ohio R. R. Co. owns one-sixth interest in a majority holding of the common stock of the Hocking Valley Ry. Co., which with its controlled lines on June 30, 1906, operated 1,056.46 miles.
Baltimore & Ohio R. R. Co. jointly with the Southern Ry. Co. and Chicago, Indianapolis & Louisville Ry. Co. owns the capital stock of the Kentucky & Indiana Bridge & R. R. Co., which on June 30, 1906, operated 6.16 miles.
Baltimore & Ohio R. R. Co. owns one-fourth of the capital stock of the Little Kanawha R. R. Co., which on June 30, 1906, operated 30 miles.
Baltimore & Ohio R. R. Co. owns one-fourth of the capital stock of the Marietta, Columbus & Cleveland R. R. Co., which on June 30, 1906, operated 47.49 miles.
Baltimore & Ohio R. R. Co. owns one-eleventh of the capital stock of the Missouri and Illinois Bridge & Belt R. R. Co., which on June 30, 1906, operated 2.80 miles.
Baltimore & Ohio R. R. Co. owns $30,332,500 out of a total issue of $140,000,000 stock of the Reading Co. This, together with the holding of the New York Central System, amounts to a virtual control of the Reading Co., whose controlled corporations on June 30, 1906, operated 2,303.78 miles.
Baltimore & Ohio R. R. Co. owns one-sixth interest in the Richmond-Washington Co., a security-holding corporation, whose controlled corporations on June 30, 1906, operated 119.03 miles.

NORFOLK & WESTERN SYSTEM.

[See statement of minority holdings of Pennsylvania System.]

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Norfolk & Western Ry. Co	1,874.86			
Big Stony Ry. Co	10.68	Norfolk & Western Ry. Co.	Stock ownership	Norfolk & Western Ry. Co. owns majority of capital stock of Big Stony Ry. Co.
West Virginia Southwestern Ry. Co	11.20	do	do	Norfolk & Western Ry. Co. owns majority of capital stock of Virginia Southwestern Ry. Co.
Total operated mileage of Norfolk & Western System.	1,896.74			

The Norfolk & Western, together with the Atlantic Coast Line Co., the Chesapeake & Ohio, the Seaboard Air Line, and the Southern Railway, owns a majority of the capital stock of the Old Dominion Steamship Line, which operates a line of steamers from New York to Norfolk and Richmond, Va., and auxiliary lines.

PRINCIPAL MINORITY HOLDINGS.

The Norfolk & Western owns:
A one-fourth interest in the capital stock of Marion & Rye Valley R. R. Co., which on June 30, 1906, operated 18.10 miles.
And a one-seventh interest in the capital stock of Norfolk & Portsmouth Belt Line R. R. Co., which on June 30, 1906, operated 9 miles.

NEW YORK CENTRAL SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
New York Central & Hudson River R. R. Co.	3,580.20			
Cherry Tree & Dixonville R. R. Co	27.35	New York Central & Hudson River R.R. Co.	Stock ownership	New York Central & Hudson River R. R Co. and the Pennsylvania System own all the capital stock of the Cherry Tree & Dixonville R. R. Co., one-half each.
Dunkirk, Allegheny Valley & Pittsburgh R. R. Co.	90.51	do	Lease and stock ownership.	New York Central & Hudson River R. R. Co. owns a majority of the capital stock of the Dunkirk, Allegheny Valley & Pittsburgh R. R.Co.
Lake Shore & Michigan Southern Ry. Co.	1,520.35	do	Stock ownership	New York Central & Hudson River R. R. Co. owns a majority of the capital stock of the Lake Shore & Michigan Southern Ry. Co.
Chicago, Indiana & Southern R. R. Co.	190.44	Lake Shore & Michigan Southern Ry. Co.	do	Lake Shore & Michigan Southern Ry. Co. owns practically all the capital stock of the Chicago, Indiana & Southern R. R. Co.
Indiana Harbor R. R. Co	84.77	Lake Shore & Michigan Southern Ry. Co. and Michigan Central R. R. Co	do	Lake Shore & Michigan Southern Ry. Co. and Michigan Central R. R. Co. own all the capital stock of the Indiana Harbor R. R. Co., one-half each.

Lake Erie, Alliance & Wheeling R. R. Co.	83.00	Lake Shore & Michigan Southern Ry. Co.	.....do.....	Lake Shore & Michigan Southern Ry. Co. owns all the capital stock of the Lake Erie, Alliance & Wheeling R. R. Co.
Lake Erie & Western R. R. Co....	723.98	.....do.....	.....do.....	Lake Shore & Michigan Southern Ry. Co. owns a majority of the capital stock of the Lake Erie & Western R. R. Co.
Northern Ohio Ry. Co.....	161.75	Lake Erie & Western R. R. Co.	.....do.....	Lake Erie & Western R. R. Co. owns practically all the capital stock of the Northern Ohio Ry. Co.
New York, Chicago & St. Louis R. R. Co.	549.52	Lake Shore & Michigan Southern Ry. Co.	.....do.....	Lake Shore & Michigan Southern Ry. Co. owns a majority of the capital stock of the New York, Chicago & St. Louis R. R. Co.
Pittsburgh & Lake Erie R. R. Co.....	190.70	.....do.....	.....do.....	Lake Shore & Michigan Southern Ry. Co. owns a majority of the capital stock of the Pittsburgh & Lake Erie R. R. Co.
Belington & Northern R. R. Co...	4.06	Pittsburgh & Lake Erie R. R. Co.	.....do.....	Pittsburgh & Lake Erie R. R. Co. owns one-half of the capital stock of the Belington & Northern R. R. Co.
Little Kanawha R. R. Co.....	30.00	.....do.....	.....do.....	Pittsburgh & Lake Erie R. R. Co. owns one-half of the capital stock of the Little Kanawha R. R. Co.
Marietta, Columbus & Cleveland R. R. Co.	47.49	.....do.....	.....do.....	Pittsburgh & Lake Erie R. R. Co. owns one-half of the capital stock of the Marietta, Columbus & Cleveland R. R. Co.
Monongahela R. R. Co.....	57.36	.....do.....	.....do.....	Pittsburgh & Lake Erie R. R. Co. and the Pennsylvania System own all the capital stock of the Monongahela R. R. Co., one-half each.
Pittsburgh, Chartiers & Youghiogheny Ry. Co.	21.96	.....do.....	.....do.....	Pittsburgh & Lake Erie R. R. Co. and the Pennsylvania System own all the capital stock of the Pittsburgh, Chartiers & Youghiogheny Ry. Co., one-half each.
Michigan Central R. R. Co.....	1,745.32	New York Central & Hudson River R. R. Co.	.....do.....	New York Central & Hudson River R. R. Co. owns a majority of the capital stock of the Michigan Central R. R. Co.
New York & Ottawa Ry. Co.....	69.60	.....do.....	Lease and stock ownership.	New York Central & Hudson River R. R. Co. owns all the capital stock of the New York & Ottawa Ry. Co.
Rutland R. R. Co.....	240.78	.....do.....	Stock ownership.....	New York Central & Hudson River R. R. Co. owns a majority of the capital stock of the Rutland R. R. Co.
St. Lawrence & Adirondack Ry. Co...	65.07	.....do.....	.....do.....	New York Central & Hudson River R. R. Co. owns all the capital stock of the St. Lawrence & Adirondack Ry. Co.
Total operated mileage of New York Central System.	9,484.21			
Mileage operated outside United States and included above:				
Michigan Central R. R. Co.... 380.04				
St. Lawrence & Adirondack Ry. Co..... 54.82				
	434.86			
Leaving operated mileage of New York Central System in United States.	9,049.35			
In addition to the foregoing, the New York Central & Hudson River R. R. Co., acting as agent for the proprietors, operates—				
Fulton Chain Ry. Co..... 2.21				
Raquette Lake Ry. Co..... 24.27				
	26.48			

PRINCIPAL MINORITY HOLDINGS.

The New York Central & Hudson River R. R. Co. owns $5,000,000 out of a total outstanding of $62,799,100 stock of the Chesapeake & Ohio Ry. Co., which on June 30, 1906, with its controlled lines, operated 1,850.05 miles.

The New York Central & Hudson River R. R. Co. owns $550,000 of the capital stock of the New York, New Haven & Hartford R. R. Co. out of a total outstanding of $83,273,100, which with its controlled companies on June 30, 1906, operated 2,672.09 miles.

Lake Shore & Michigan Southern Ry. Co. owns $18,752,700 out of a total outstanding of $45,575,600 stock of the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., which on June 30,1906, controlled 2,681.41 miles.[a]

Lake Shore & Michigan Southern Ry. Co. owns one-sixth interest in a substantial majority of common stock of the Hocking Valley R. R. Co., which on June 30, 1906, operated 1,056.46 miles.

Lake Shore & Michigan Southern Ry. Co. owns $5,700,000 out of a total outstanding of $40,334,800 common stock of the Lehigh Valley R. R. Co., which on June 30, 1906, operated 1,444.96 miles.

Lake Shore & Michigan Southern Ry. Co. owns $30,332,500 and Fall Brook Ry. Co. $50,000, making a total holding of $30,382,500 out of a total outstanding of $140,000,000 stock of the Reading Co., which on June 30, 1906, controlled 2,303.78 miles.

Lake Erie & Western R. R. Co. owns one-tenth of the capital stock of the Peoria & Pekin Union Ry. Co., which on June 30, 1906, operated 18.14 miles.

Northern Ohio R. R. Co. owns one-fourth interest of the capital stock of the Akron & Barberton Belt R. R. Co., which on June 30, 1906, operated 26.06 miles.

Michigan Central R. R. Co. owns one-fourth interest of the capital stock of the Calumet Western R. R. Co., which on June 30, 1906, operated 3.42 miles.

Michigan Central R. R. Co. owns one-fourth interest of the St. Charles Air Line, a connecting road near Fourteenth Street, Chicago, which on June 30, 1906, operated 0.76 mile.

Boston & Albany R. R. Co. owns one-fifth of the capital stock of the Boston Terminal Co., which on June 30, 1906, operated 3.58 miles.

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[a] On June 30, 1907, the Lake Shore & Michigan Southern owned a majority of the capital stock of the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.

CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS SYSTEM.[a]

[See minority holdings of New York Central System.]

Operating report made in name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.	1,983.42			
Central Indiana Ry. Co	127.04	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.	Stock ownership	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. and the Pennsylvania Co. own all of the capital stock of the Central Indiana Ry. Co., one-half each.
Central Union Depot & Ry. Co. (Cincinnati).	1.44	do	do	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns a majority of the capital stock of the Central Union Depot & Ry. Co.
Cincinnati Northern R. R. Co	247.59	do	do	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns a majority of the capital stock of the Cincinnati Northern R. R. Co.
Dayton & Union R. R. Co	47.00	do	do	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., jointly with the Cincinnati, Hamilton & Dayton Ry. Co., owns the capital stock of the Dayton & Union R. R. Co.
Kankakee & Seneca R. R. Co	45.52	do	do	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. and the Chicago, Rock Island & Pacific Ry. Co. own all the capital stock of the Kankakee & Seneca R. R. Co., one-half each.
Louisville & Jeffersonville Bridge Co	2.60	do	do	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns a majority of the capital stock of the Louisville & Jeffersonville Bridge Co.
Mount Gilead Short Line Ry. Co	2.00	do	Lease	Annual rental, one-third net earnings.
Muncie Belt Ry. Co	6.00	do	Stock ownership	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns a majority of the capital stock of the Muncie Belt Ry. Co.
Peoria & Eastern Ry. Co	218.55	do	do	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns a majority of the capital stock of the Peoria & Eastern Ry. Co.
Union Depot Co. (Columbus, Ohio)	.25	do	do	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. and Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co. own all the capital stock of the Union Depot Co. (Columbus, Ohio), one-half each.
Total operated mileage of Cleveland, Cincinnati, Chicago & St. Louis System.	2,681.41			

PRINCIPAL MINORITY HOLDINGS.

Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns $7,500,000 out of a total outstanding of $62,799,100 stock of the Chesapeake & Ohio Ry. Co., which, on June 30, 1906, with its controlled lines, operated 1,850.05 miles.

Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., jointly with the Cincinnati, Hamilton & Dayton Ry. Co., and the Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co., own the capital stock of the Dayton Union Ry. Co., which, on June 30, 1906, operated 0.53 miles, one-third each.

Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns two-fifths interest in the Indianapolis Union Ry. Co., which, on June 30, 1906, operated 12.64 miles.

Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns one-eleventh of the capital stock of the Missouri & Illinois Bridge & Belt R. R. Co., which, on June 30, 1906, operated 2.80 miles.

Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. owns nearly one-fourteenth interest in the Terminal R. R. Ass'n of St. Louis, which, on June 30, 1906, with its controlled companies, operated 44.95 miles.

Peoria & Eastern Ry. Co. owns one-eighth of the capital stock of the Peoria & Pekin Union Ry. Co., which, on June 30, 1906, operated 18.14 miles.

[a] On June 30, 1907, the Lake Shore & Michigan Southern owned a majority of the capital stock of the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.

CHICAGO AND NORTHWESTERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Chicago & Northwestern Ry. Co.	7,453.58			
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,697.57	Chicago & Northwestern Ry. Co.	Stock ownership	Chicago & Northwestern Ry. Co. owns $14,700,000 out of a total outstanding capital stock of $29,818,865 of the Chicago, St. Paul & Minneapolis Ry. Co., or 49.2 per cent. F. W. Vanderbilt owns $1,500,000 capital stock of the C., St. P., & Minneapolis Ry. Co.
Minneapolis Eastern Ry. Co.	1.13	Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	do	Chicago, St. Paul, Minneapolis & Omaha Ry. Co. and the Chicago, Milwaukee & St. Paul Ry. Co. own all the capital stock of the Minneapolis Eastern Ry. Co., one-half each.
Macoupin County Ry. Co.	23.90	Chicago & Northwestern Ry. Co.	do	Chicago & Northwestern Ry. Co. owns all the capital stock of the Macoupin County Ry. Co.
Sioux City Bridge Co.	3.90	do	do	Chicago & Northwestern Ry. Co. and the Chicago, St. Paul, Minneapolis & Omaha Ry. Co. own all the capital stock of the Sioux City Bridge Co., one-half each.
Total operated mileage of Chicago & Northwestern System.	9,180.08			

PRINCIPAL MINORITY HOLDINGS.

Chicago & Northwestern Ry. Co. owns one twenty-fifth of the capital stock of the Chicago Union Transfer Ry. Co., which on June 30, 1906, operated 7 miles.
Chicago & Northwestern Ry. Co. owns one-eighth of the capital stock of the Peoria & Pekin Union Ry. Co., which on June 30, 1906, operated 18.14 miles.
Chicago & Northwestern Ry. Co. owns one-fourth of the capital stock of the St. Charles Air Line R. R. Co., which on June 30, 1906, operated 0.76 mile.
Chicago & Northwestern Ry. Co. owns $4,100,000 out of a total outstanding of $295,018,200 capital stock of the Union Pacific R. R. Co., which on June 30, 1906, with its controlled lines, operated 6,911.34 miles.
Chicago, St. Paul, Minneapolis & Omaha Ry. Co. owns one-sixth of the capital stock of the Lake Superior Terminal & Transfer Ry. Co., which on June 30, 1906, operated 17.51 miles.
Chicago, St. Paul, Minneapolis & Omaha Ry. Co. owns one-tenth of the capital stock of the Minnesota Transfer Ry. Co., which on June 30, 1906, operated 13.54 miles.
Chicago, St. Paul, Minneapolis & Omaha Ry. Co. owns one-ninth of the capital stock of the St. Paul Union Depot Co., which on June 30, 1906, operated 9.06 miles.

READING COMPANY SYSTEM.

[See statement of minority holdings of New York Central System and Baltimore & Ohio System.]

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Atlantic City R. R. Co.	167.55	Reading Co.	Stock ownership	Reading Co. owns practically all the capital stock of the Atlantic City R. R. Co.
Catasauqua & Fogelsville R. R. Co.	29.50	do	do	Reading Co. owns a majority of the capital stock of the Catasauqua & Fogelsville R. R. Co.
Central R. R. Co. of New Jersey	695.61	do	do	Reading Co. owns a majority of the capital stock of the Central R. R. Co. of New Jersey.

Chester & Delaware River R. R. Co	5.35	do	do	Reading Co. owns all the capital stock of the Chester & Delaware River R. R. Co.
Gettysburg & Harrisburg Ry. Co	34.07	do	do	Reading Co. owns a substantial majority of the capital stock of the Gettysburg & Harrisburg Ry. Co.
Lehigh & New England R. R. Co	122.43	Lehigh Coal & Navigation Co.	do	Lehigh Coal & Navigation Co., which is controlled by the Reading Co., owns all the capital stock of the Lehigh & New England R. R. Co.
Middletown & Hummelstown R. R. Co	6.35	Reading Co	do	Reading Co. owns all the capital stock of the Middletown & Hummelstown R. R. Co.
Northeast Pennsylvania R. R. Co.	25.89	do	do	Reading Co. owns a majority of the capital stock of the Northeast Pennsylvania R. R. Co.
Peoples Ry. Co. of Pottsville	4.40	do	do	Reading Co. owns a majority of the capital stock of the Peoples Ry. Co. of Pottsville.
Perkiomen R. R. Co	33.33	do	do	Reading Co. owns all the capital stock of the Perkiomen R. R. Co.
Philadelphia & Chester Valley R. R. Co	23.93	do	do	Reading Co. owns practically all the capital stock of the Philadelphia & Chester Valley R. R. Co.
Philadelphia & Reading Ry. Co	992.94	do	do	Reading Co. owns all the capital stock of the Philadelphia & Reading Ry. Co.
Philadelphia, Newtown & New York R. R. Co.	21.73	do	do	Reading Co. owns a majority of the capital stock of the Philadelphia, Newtown & New York R. R. Co.
Pickering Valley R. R. Co	11.21	do	do	Reading Co. owns a majority of the capital stock of the Pickering Valley R. R. Co.
Port Reading R. R. Co	21.21	do	do	Reading Co. owns all the capital stock of the Port Reading R. R. Co.
Reading & Columbia R. R. Co	59.73	do	do	Reading Co. owns a substantial majority of the capital stock of the Reading & Columbia R. R. Co.
Rupert & Bloomsburg R. R. Co	1.57	do	do	Reading Co. owns all the capital stock of the Rupert & Bloomsburg R. R. Co.
Stony Creek R. R. Co	10.07	do	do	Reading Co. owns a majority of the capital stock of the Stony Creek R. R. Co.
Tamaqua, Hazleton & Northern R. R. Co	9.91	do	do	Reading Co. owns all the capital stock of the Tamaqua, Hazleton & Northern R. R. Co.
Williams Valley R. R. Co	12.00	do	do	Reading Co. owns a majority of the capital stock of the Williams Valley R R. Co.
Total operated mileage of the Reading Company System.	2,303.78			

PRINCIPAL MINORITY HOLDINGS.

Central R. R. Co. of New Jersey and the Lehigh Coal & Navigation Co. owns $617,700 out of the total outstanding of $1,340,000 stock of the Lehigh & Hudson River Ry., which, with its controlled lines, on June 30, 1906, operated 96.60 miles.

Reading Co. owns $1,000,000 and the Central R. R. of New Jersey $1,600,000 out of a total outstanding of $40,334,800 common stock of the Lehigh Valley R. R. Co., which on June 30, 1906, operated 1,444.96 miles.

Reading Co. owns about 80 per cent of the preferred capital stock of the Philadelphia Belt Line R. R. Co., which on June 30, 1906, operated 6.68 miles.

CHESAPEAKE & OHIO SYSTEM.

[See statement of minority holdings of New York Central System and Pennsylvania System.]

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Chesapeake & Ohio Ry. Co.	1,826.90	Chesapeake & Ohio Ry. Co.	Stock ownership	Chesapeake & Ohio owns all the capital stock of the Coal River Ry. Co.
Coal River Ry. Co.	23.15			
Total operated mileage of Chesapeake & Ohio System.	1,850.05			

The Chesapeake & Ohio Ry. Co., together with the Atlantic Coast Line Company, the Norfolk & Western Ry. Co., the Seaboard Air Line, and the Southern Railway Co., owns a majority of the capital stock of the Old Dominion Steamship Line, which operates a line of steamers from New York to Norfolk and Richmond, Virginia, and auxiliary lines.

PRINCIPAL MINORITY HOLDINGS.

Chesapeake & Ohio Ry. Co. owns one-sixth interest in a majority holding of the common stock of the Hocking Valley Ry. Co., which, with its controlled corporations, on June 30, 1906, operated 1,056.46 miles.
Chesapeake & Ohio Ry. Co. owns $475,000 stock out of a total outstanding capital stock of $1,425,000 of the Louisville & Jeffersonville Bridge Co., which on June 30, 1906, operated 2.60 miles. (See majority holding of C., C., C. & St. L. Ry. Co.)
Chesapeake & Ohio Ry. Co. owns one-seventh of the capital stock of the Norfolk and Portsmouth Belt Line R. R. Co., which on June 30, 1906 operated 9 miles.
Chesapeake & Ohio Ry. Co. owns one-sixth of the capital stock of the Richmond-Washington Co., whose controlled lines on June 30, 1906, operated 119.03 miles.

ERIE SYSTEM.

Operating report made in the name of—	Miles operated June 30. 1906.	Controlled by—	Nature of control.	Remarks.
Erie R. R. Co.	1,881.38			
Bath & Hammondsport R. R. Co.	10.00	Erie R. R. Co.	Stock ownership	Erie R. R. Co. owns practically all the capital stock of the Bath & Hammondsport R. R. Co.
Chicago & Erie R. R. Co.	269.56	do	do	Erie R. R. Co. owns all the capital stock of the Chicago & Erie R. R. Co.
New Jersey & New York R. R. Co.	47.76	do	do	Erie R. R. Co. owns a substantial majority of the capital stock of the New Jersey & New York R. R. Co.
New York, Susquehanna & Western R. R. Co.	151.85	do	do	Erie R. R. Co. owns practically all the capital stock of the New York, Susquehanna & Western R. R. Co.
Wilkesbarre & Eastern R. R. Co.	94.55	New York, Susquehanna & Western R. R. Co.	do	New York, Susquehanna & Western R. R. Co. owns all the capital stock of the Wilkesbarre & Eastern R. R. Co.
Total operated mileage of Erie System	2,455.10			

PRINCIPAL MINORITY HOLDINGS.

Erie R. R. Co. owns one-fourth of the capital stock of the Akron & Barberton Belt R. R. Co, which on June 30, 1906, operated 26.06 miles.
Chicago & Erie R. R. Co. owns one-fifth of the capital stock of the Belt Ry. Co. of Chicago, which on June 30, 1906, operated 47.31 miles.
Chicago & Erie R. R. Co. owns one-fifth of the capital stock of the Chicago & Western Indiana R. R. Co., which on June 30, 1906, operated 27.27 miles.
Erie R. R. Co. owns one-sixth interest in a majority of the common stock of the Hocking Valley Ry. Co., which with its controlled companies on June 30, 1906, operated 1,056.46 miles.
Erie R. R. Co. owns $163,100 out of a total of $1,340,000 common stock of the Lehigh & Hudson River Ry. Co., which with its controlled lines on June 30, 1906, operated 96.60 miles.
Erie R. R. Co. owns $1,850,000 out of a total outstanding of $40,334,550 common stock of the Lehigh Valley Ry. Co., which on June 30, 1906, operated 1,444.96 miles.

CINCINNATI, HAMILTON & DAYTON SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Cincinnati, Hamilton & Dayton Ry. Co.	1,038.24			
Dayton & Union R. R. Co	47.00	Cincinnati, Hamilton & Dayton Ry. Co.	Stock ownership	Cincinnati, Hamilton & Dayton Ry. Co. owns a majority of the capital stock of the Dayton & Union R. R. Co.
Hamilton Belt Ry. Co.	3.10	do	do	Cincinnati, Hamilton & Dayton Ry. Co. owns a majority of the capital stock of the Hamilton Belt Ry. Co.
Pere Marquette R. R. Co.	2,038.76	do	do	Cincinnati, Hamilton & Dayton Ry. Co. owns a majority of the capital stock of the Pere Marquette R. R. Co.
Chicago, Cincinnati & Louisville R. R. Co.	254.00	Pere Marquette R. R. Co.	do	Pere Marquette R. R. Co. owns practically all the capital stock of the Chicago, Cincinnati & Louisville R. R. Co.
Fort Street Union Depot Co.	1.36	do	do	Pere Marquette R. R. Co. owns a majority of the capital stock of the Fort Street Union Depot Co.
Toledo Ry. & Terminal Co.	31.27	do	do	Pere Marquette R. R. Co. owns the entire capital stock of the Toledo Ry. & Terminal Co.
Total operated mileage of Cincinnati, Hamilton & Dayton System.	3,413.73			

PRINCIPAL MINORITY HOLDINGS.

Cincinnati, Hamilton & Dayton Ry. Co., jointly with the Southern Ry Co., controls the Cincinnati, New Orleans & Texas Ry. Co., which with its controlled lines on June 30, 1906, operated 358.43 miles.
Cincinnati, Hamilton & Dayton Ry. Co. owns one-third of the capital stock of the Dayton Union Ry. Co., which on June 30, 1906, operated 0.53 miles.

SOUTHERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Southern Ry. Co	7,515.85			
Alabama Great Southern R. R. Co	309.41	Southern Ry. Co	Stock ownership	Southern Ry. Co. owns a majority of the capital stock of Alabama Great Southern R. R. Co.
Asheville & Craggy Mountain Ry. Co	2.52	do	do	Southern Ry. Co. owns all the capital stock of the Asheville & Craggy Mountain Ry. Co.
Augusta Southern R. R. Co	82.93	do	do	Southern Ry. Co. owns a substantial majority of the capital stock of the Augusta Southern R. R. Co.
Birmingham Southern R. R. Co	26.24	do	do	Southern Ry. Co. and the Louisville & Nashville R. R. Co. own all the capital stock of the Birmingham Southern R. R. Co., one-half each.
Blue Ridge Ry. Co	44.00	do	do	Southern Ry. Co. owns all the capital stock of the Blue Ridge Ry. Co.
Charleston Terminal Co	5.02	do	do	Southern Ry. Co. and the Atlantic Coast Line R. R. Co. own all the capital stock of the Charleston Terminal Co., one-half each.
Danville & Western Ry. Co	83.00	do	do	Southern Ry. Co. owns all the capital stock of the Danville & Western Ry. Co.
Georgia Southern & Florida Ry. Co	395.00	do	do	Southern Ry. Co. owns a majority of the capital stock of the Georgia Southern & Florida Ry. Co.
Hawkinsville & Florida Southern Ry. Co.	44.00	Georgia Southern & Florida Ry. Co.	do	Georgia Southern & Florida Ry. Co. owns all the capital stock of the Hawkinsville & Florida Southern Ry. Co.
Hartwell Ry. Co	10.10	Southern Ry. Co	do	Southern Ry. Co. owns all the capital stock of the Hartwell Ry. Co.
Lawrenceville Branch R. R. Co	10.00	do	do	Atlanta & Charlotte Air Line Ry. Co., which is leased by the Southern Ry. Co., owns a majority of the capital stock of the Lawrenceville Branch R. R. Co.
Macon & Birmingham Ry. Co	105.00	do	Right to foreclose on bonds.	Southern Ry. Co. owns all the bonds of the Macon & Birmingham Ry. Co., upon which interest is in default.
Mobile & Ohio R. R. Co	955.70	do	Stock ownership	Southern Ry. Co. owns practically all the capital stock of the Mobile & Ohio R. R. Co.
New Orleans Terminal Co	17.85	do	do	Southern Ry. Co. and the St. Louis & San Francisco R. R. Co. own all the capital stock of the New Orleans Terminal Co., one-half each.
Northern Alabama Ry. Co	116.59	do	do	Southern Ry. Co. owns a majority of the capital stock of the Northern Alabama Ry. Co.
St. Johns River Terminal Co	6.39	do	do	Southern Ry. Co. owns all the capital stock of the St. Johns River Terminal Co.
Tallulah Falls Ry. Co	42.00	do	do	Southern Ry. Co. owns a majority of the capital stock of the Tallulah Falls Ry. Co.
Virginia & Southwestern Ry. Co	161.00	do	do	Southern Ry. Co. owns practically all the capital stock of the Virginia & Southwestern Ry. Co. Pending delivery, the stock is deposited with trustee.
Total operated mileage of Southern System.	9,922.60			

The Southern Railway Co., together with the Atlantic Coast Line Co., the Chesapeake & Ohio, the Norfolk & Western, and the Seaboard Air Line, owns a majority of the capital stock of the Old Dominion Steamship Line, which operates a line of steamers from New York to Norfolk and Richmond, Va., and auxiliary lines.

PRINCIPAL MINORITY HOLDINGS.

Southern Ry. Co. owns one-third the capital stock of the Atlanta Terminal Co., which on June 30, 1906, operated 3.30 miles.
Southern Ry. Co. owns $550,000 out a total outstanding of $48,003,500 capital stock of the Atlantic Coast Line R. R. Co., which with its controlled lines on June 30, 1906, operated 10,924.62 miles.
Southern Ry. Co. owns one-fourth of the capital stock of the Augusta & Summerville R. R. Co., which on June 30, 1906, operated 4.32 miles.
Southern Ry. Co. and the Louisville & Nashville R. R. Co. own a substantial majority of the capital stock of the Chicago, Indianapolis & Louisville Ry. Co., which on June 30, 1906, operated 591.45 miles.
Southern Ry. Co. and the Cincinnati, Hamilton & Dayton Ry. Co. control the Cincinnati, New Orleans & Texas Pacific Ry. Co., which on June 30, 1906, with its subsidiaries, operated 358.43 miles.
Southern Ry. Co. owns one-third of the capital stock of the Durham Union Station Co., which on June 30, 1906, operated 0.16 mile.
Georgia Southern and Florida Ry. Co. own $64,800 out of a total outstanding of $300,000 capital stock of the Gainesville & Gulf Ry., which on June 30, 1906, operated 48 miles.
Southern Ry. Co., together with the Georgia Southern & Florida Ry. Co., owns one-fourth of the capital stock of the Jacksonville Terminal Co., which on June 30, 1906, operated 16.13 miles.
Southern Ry. Co., the Chicago, Indianapolis & Louisville Ry. Co., and the Baltimore and Ohio System own all the capital stock of the Kentucky & Indiana Bridge & R. R. Co., one-third each, which on June 30, 1906, operated 6.16 miles.
Southern Ry. Co., together with the Illinois Central R. R. Co., controls the Nashville Terminal Co., through a contract placing the stock of the Nashville Terminal Co. in trust pending purchase by the said companies. Mileage operated June 30, 1906, 26.54 miles.
Southern Ry. Co. owns one-seventh of the capital stock of the Norfolk & Portsmouth Belt Line R. R. Co., which on June 30, 1906, operated 9 miles.
Southern Ry. Co. owns one-sixth of the capital stock of the Richmond-Washington Co., whose controlled lines on June 30, 1906, operated 119.03 miles.
Southern Ry. Co. owns one-third of the capital stock of the Savannah Union Station Co., which on June 30, 1906, operated 12 miles.

DELAWARE, LACKAWANNA AND WESTERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Delaware, Lackawanna & Western R. R. Co.	816.39			
Bangor & Portland Ry. Co	38.38	Delaware, Lackawanna & Western R. R. Co.	Stock ownership	Delaware, Lackawanna & Western R. R. Co. owns all the capital stock of the Bangor & Portland Ry. Co.
Hanover & Newport R. R. Co	6.81	do	do	Delaware, Lackawanna & Western R. R. Co. owns all of the capital stock of the Hanover & Newport R. R. Co.
Lackawanna & Montrose R. R. Co	10.48	do	do	Delaware, Lackawanna & Western R. R. Co. owns a majority of the capital stock of the Lackawanna & Montrose R. R. Co.
Sussex R. R. Co	30.55	do	do	Delaware, Lackawanna & Western R. R. Co. and its lessee, The Morris & Essex R. R. Co., together own a majority of the capital stock of the Sussex R. R. Co.
Syracuse, Binghamton & New York R. R. Co.	80.95	do	do	Delaware, Lackawanna & Western R. R. Co. owns a majority of the capital stock of the Syracuse, Binghamton & New York R. R. Co.
Total operated mileage of Delaware, Lackawanna & Western System.	983.56			

PRINCIPAL MINORITY HOLDINGS.

Delaware, Lackawanna & Western R. R. Co. owns $163,200 out of a total outstanding capital stock of $1,340,000 of the Lehigh & Hudson River Ry. Co., which with its controlled corporations, on June 30, 1906, operated and controlled 96.60 miles.
Delaware, Lackawanna & Western R. R. Co. owns $1,850,000 out of the total outstanding capital stock of $40,441,100 of the Lehigh Valley R. R. Co., which on June 30, 1906, operated 1 444.96 miles.

HOCKING VALLEY SYSTEM.

[See statements of minority holdings of New York Central, Pennsylvania, Baltimore and Ohio. Chesapeake and Ohio, and Erie systems.]

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Hocking Valley Ry. Co	347.00			
Kanawha & Michigan Ry. Co	177.04	Hocking Valley Ry. Co.	Stock ownership	Hocking Valley Ry. Co. owns a majority of the outstanding capital stock of the Kanawha & Michigan Ry. Co.
Toledo & Ohio Central Ry. Co	440.80	do	do	Hocking Valley Ry. Co. owns a majority of the capital stock of the Toledo & Ohio Central Ry. Co.
Zanesville & Western Ry. Co	91.62	Toledo & Ohio Central Ry. Co.	do	Toledo & Ohio Central Ry. Co. owns all the capital stock of the Zanesville & Western Ry. Co.
Total operated mileage of Hocking Valley System.	1,056.46			

RICHMOND-WASHINGTON SYSTEM.

[See statements of minority holdings of Pennsylvania, Baltimore and Ohio, Chesapeake and Ohio, Southern, Atlantic Coast Line Company, and Seaboard Company systems.]

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Richmond, Fredericksburg & Potomac R. R. Co.	83.20	Richmond-Washington Co.	Stock ownership	Richmond-Washington Co. owns a majority of the capital stock of the Richmond, Fredericksburg & Potomac R. R. Co.
Washington Southern Ry. Co	35.83	do	do	Richmond-Washington Co. owns all the capital stock of the Washington Southern Ry. Co.
Total operated mileage of Richmond-Washington Company System.	119.03			

GREAT NORTHERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Great Northern Ry. Co	5,183.11			
Columbia & Red Mountain Ry. Co	7.51	Great Northern Ry. Co.	Stock ownership	Great Northern Ry. Co. owns all the capital stock of the Columbia & Red Mountain Ry. Co.
Duluth Terminal Ry. Co	1.82	do	do	Great Northern Ry. Co., through the Eastern Ry. Co. of Minnesota, owns all the capital stock of the Duluth Terminal Ry. Co.
Duluth, Watertown & Pacific Ry. Co.	69.84	do	do	Great Northern Ry. Co. owns all the capital stock of the Duluth, Watertown & Pacific Ry. Co.
Kootenai Valley Ry. Co	25.81	do	do	Great Northern Ry. Co., through the Kootenai Ry. & Navigation Co. (Limited), owns all the capital stock of the Kootenai Valley Ry. Co.
Minneapolis Union Ry. Co	2.63	do	do	Great Northern Ry. Co. owns all the capital stock of the Minneapolis Union Ry. Co.
Minneapolis Western Ry. Co	2.03	do	do	Great Northern Ry. Co. owns all the capital stock of the Minneapolis Western Ry. Co.
Montana Central Ry. Co	253.31	do	do	Great Northern Ry. Co. owns all the capital stock of the Montana Central Ry. Co.
Spokane Falls & Northern Ry. Co	139.28	do	do	Great Northern Ry. Co. owns practically all the capital stock of the Spokane Falls & Northern Ry. Co.
Washington & Great Northern Ry. Co.	83.90	do	do	Great Northern Ry. Co. owns all the capital stock of the Washington & Great Northern Ry. Co.
Willmar & Sioux Falls Ry. Co	436.73	do	do	Great Northern Ry. Co. owns all the capital stock of the Willmar & Sioux Falls Ry. Co.
Total operated mileage of Great Northern System.	6,205.97			

PRINCIPAL MINORITY HOLDINGS.

Great Northern Ry. Co. owns 49 per cent of the capital stock of the Butte, Anaconda & Pacific Ry. Co., which on June 30, 1906, operated 71.24 miles.

Great Northern Ry. Co. owns $53,806,300 out of $110,839,100 total outstanding capital stock of the Chicago, Burlington & Quincy R. R. Co., which on June 30, 1906, operated 8,999.11 miles. A like holding by the Northern Pacific Ry. Co. gives these two roads ownership of practically the entire capital stock of the Chicago, Burlington & Quincy R. R. Co.

Great Northern Ry. Co., with its subsidiaries, owns one-third of the capital stock of the Lake Superior Terminal & Transfer Ry. Co., which on June 30, 1906, operated 17.51 miles.

Great Northern Ry. Co. owns one-tenth of the capital stock of the Minnesota Transfer Ry. Co., which on June 30, 1906, operated 13.54 miles.

Great Northern Ry. Co. owns one-ninth of the capital stock of the St. Paul Union Depot Co., which on June 30, 1906, operated 9.06 miles.

NORTHERN PACIFIC SYSTEM

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Northern Pacific Ry. Co	5,781.99			
Columbia River & Northern Ry. Co	42.30	Northern Pacific Ry. Co.	Stock ownership	Northern Pacific Railway Co. owns all the capital stock of the Columbia River & Northern Ry. Co.
Minnesota & International Ry. Co	192.96	do	do	Northern Pacific Railway Co. owns a majority of the capital stock of the Minnesota & International Ry. Co.
Northern Pacific Terminal Co. of Oregon	3.11	do	do	Northern Pacific Ry Co. owns a majority of the capital stock of the Northern Pacific Terminal Co. of Oregon.
Port Townsend Southern R. R. Co	41.20	do	do	Northern Pacific Ry. Co. owns all the capital stock of the Port Townsend Southern R. R. Co.
Washington & Columbia River Ry. Co	168.86	do	do	Northern Pacific Ry. Co. owns all the capital stock of the Washington & Columbia River Ry. Co.

PRINCIPAL MINORITY HOLDINGS.

Northern Pacific Ry. Co. owns $53,806,300 out of $110,839,100, total outstanding capital stock of the Chicago, Burlington & Quincy R. R. Co., which with its controlled lines on June 30, 1906, operated 8,999.11 miles. A like holding by the Great Northern Ry. Co. gives these two roads ownership of practically the entire capital stock of the Chicago, Burlington & Quincy R. R. Co.

Northern Pacific Ry. Co. owns one-third of the capital stock of the Lake Superior Terminal & Transfer Ry. Co., which on June 30, 1906, operated 17.51 miles.

Northern Pacific Ry. Co. owns one-tenth of the capital stock of the Minnesota Transfer Ry. Co., which on June 30, 1906, operated 13.54 miles.

Northern Pacific Ry. Co. owns one-ninth of the capital stock of the St. Paul Union Depot Co., which on June 30, 1906, operated 9.06 miles.

CHICAGO, BURLINGTON AND QUINCY SYSTEM.

[See statement of minority holdings of Great Northern and Northern Pacific Systems.]

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Chicago, Burlington & Quincy R. R. Co...	8,677.02	.....	.....	Great Northern Ry. Co. and Northern Pacific Ry. Co. jointly own over 97 per cent of the capital stock of the Chicago, Burlington & Quincy R. R. Co.
Beaver Valley R. R. Co.....	3.50	Chicago, Burlington & Quincy R. R. Co.	Stock ownership.....	Chicago, Burlington & Quincy R. R. Co. owns all the capital stock of the Beaver Valley R. R. Co.
Davenport, Rock Island & Northwestern Ry. Co.	49.02	.....do.....	.....do.....	Chicago, Burlington & Quincy R. R. Co. and Chicago, Milwaukee & St. Paul Ry. Co. own all the capital stock of the Davenport, Rock Island & Northwestern Ry. Co., one-half each.
Hannibal Union Depot Co.....	.90	.....do.....	.....do.....	Chicago, Burlington & Quincy R. R. Co. owns a majority of the capital stock of the Hannibal Union Depot Co.
Quincy, Omaha & Kansas City R R. Co.	267.64	.....do.....	.....do.....	Chicago, Burlington & Quincy R. R. Co. owns practically all the capital stock of the Quincy, Omaha & Kansas City R. R. Co.
Winona Bridge Ry. Co.....	1.03	.....do.....	.....do.....	Chicago, Burlington & Quincy R. R. Co, owns a majority of the capital stock of the Winona Bridge Ry. Co.
Total operated mileage of Chicago, Burlington & Quincy System.	8,999.11			

PRINCIPAL MINORITY HOLDINGS.

Chicago, Burlington & Quincy R. R. Co. owns three-eights of the capital stock of Atchison Union Depot and R. R. Co., which on June 30, 1906, operated 0.80 mile.
Chicago, Burlington & Quincy R. R. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Ry. Co., which on June 30, 1906, operated 7 miles.
Chicago, Burlington & Quincy R. R. Co. owns two-fifths of the capital stock of the Keokuk Union Depot Co., which on June 30, 1906, operated 0.38 mile.
Chicago, Burlington & Quincy R. R. Co. owns one-tenth of the capital stock of Minnesota Transfer Ry. Co., which on June 30, 1906, operated 13.54 miles.
Chicago, Burlington & Quincy R. R. Co. owns one-fourth of the capital stock of St. Charles Air Line R. R. Co., Chicago, which on June 30, 1906, operated 0.76 mile.
Chicago, Burlington & Quincy R. R. Co. owns two-fifths of the capital stock of the St. Joseph Union Depot Co., which on June 30, 1906, operated 2.29 miles.
Chicago, Burlington & Quincy R. R. Co. owns one-ninth of the capital stock of the St. Paul Union Depot Co., which on June 30, 1906, operated 9.06 miles.
Chicago, Burlington & Quincy R. R. Co. owns one-fourteenth of the capital stock of the Terminal R. R. Association of St. Louis, which on June 30, 1906, operated, with its controlled lines, 44.95 miles.
Chicago, Burlington & Quincy R. R. Co., jointly with Pennsylvania Company, own practically all of the capital stock of the Toledo, Peoria & Western Ry. Co., which on June 30, 1906, operated 247.70 miles.
Chicago, Burlington & Quincy R. R. Co. owns two-elevenths of the capital stock of the Union Depot Co. (Kansas City), which on June 30, 1906, operated 2.74 miles.

UNION PACIFIC SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Union Pacific R. R. Co	2,955.45			
Columbia River & Oregon Central R. R. Co.	45.31	Union Pacific R. R. Co. and Oregon R. & Navigation Co.	Construction advances and lease.	Union Pacific R. R. Co. controls, through construction advances, and the Oregon R. R. & Navigation Co., through lease, the Columbia River & Oregon Central R. R. Co.
Columbia Southern Ry. Co	69.93	Union Pacific R. R. Co.	Stock ownership	Union Pacific R. R. Co. owns all the capital stock of the Columbia Southern Ry. Co.
Ilwaco Ry. & Navigation Co	15.26	do	do	Union Pacific R. R. Co. owns practically all the capital stock of the Ilwaco Ry. & Navigation Co.
Leavenworth & Topeka Ry. Co	56.12	do	do	Union Pacific R. R. Co. and the Atchison, Topeka & Santa Fe Ry. Co. own all the capital stock of the Leavenworth & Topeka Ry. Co., one-half each.
Leavenworth, Kansas & Western Ry. Co.	191.96	do	do	Union Pacific R. R. Co. owns all the capital stock of the Leavenworth, Kansas & Western Ry. Co.
Ogden Union Ry. & Depot Co	1.00	do	do	Union Pacific R. R. Co. and Southern Pacific Co. own all the capital stock of the Ogden Union Ry. & Depot Co., one-half each.
Oregon Short Line R. R. Co	1,112.37	do	do	Union Pacific R. R. Co. owns practically all the capital stock of the Oregon Short Line R. R. Co.
Malad Valley R. R. Co	14.57	Oregon Short Line R. R. Co.	do	Oregon Short Line R. R. Co. owns the subscriptions to capital stock of the Malad Valley R. R. Co.
Malheur Valley R. R. Co	13.67	do	Construction advances.	Oregon Short Line R. R. Co. controls Malheur Valley R. R. Co. through construction advances.
Minidoka & Southwestern R. R. Co.	59.09	do	do	Oregon Short Line R. R. Co. controls Minidoka & Southwestern R. R. Co. through construction advances.
Oregon R. R. & Navigation Co	1,130.58	do	Stock ownership	Oregon Short Line R. R. Co. owns practically all the capital stock of the Oregon R. R. & Navigation Co.
St. Anthony R. R. Co	37.46	do	do	Oregon Short Line R. R. Co. owns all the capital stock of the St. Anthony R. R. Co.
Salmon River R. R. Co	85.99	do	do	Oregon Short Line R. R. Co. owns all the capital stock of the Salmon River R. R. Co.
San Pedro, Los Angeles & Salt Lake R. R. Co.	1,060.79	do	do	Oregon Short Line R. R. Co. owns one-half the capital stock of the San Pedo, Los Angeles & Salt Lake R. R. Co.
Wyoming Western R. R. Co	19.02	do	do	Oregon Short Line R. R. Co. owns all the capital stock of the Wyoming Western R. R. Co.
Topeka & Northwestern R. R. Co	42.47	Union Pacific R. R. Co.	Construction advances.	Union Pacific R. R. Co. controls the Topeka & Northwestern R. R. through construction advances.
Union Depot & Ry. Co. of Denver	.30	do	Stock ownership	Union Pacific R. R. Co. owns three-fifths of the capital stock of the Union Depot & Ry. Co. of Denver.
Total operated mileage of Union Pacific System.	6,911.34			

Union Pacific R. R. Co. owns a majority of the capital stock of the Occidental & Oriental Steamship Co., which owns and operates a line of steamships from San Francisco to Honolulu, Yokohama, and Hongkong.

PRINCIPAL MINORITY HOLDINGS.

Union Pacific R. R. Co. owns $10,343,000 out of a total outstanding of $38,055,500 capital stock of the Chicago & Alton R. R. Co. This, with the Chicago, Rock Island & Pacific Ry. Co. holdings, gives these two companies control of the Chicago & Alton R. R. Co., which on June 30, 1906, operated 988.02 miles.

Oregon Short Line R. R. Co. owns $15,436,400 out of a total outstanding of $149,426,500 capital stock of the Great Northern Ry. Co., which with its controlled lines on June 30, 1906, operated 6,205.97 miles.

Union Pacific R. R. Co. owns one-third of the capital stock of the Leavenworth Depot & R. R. Co., which on June 30, 1906, operated 1.04 miles.

Oregon Short Line R. R. Co. owns $13,352,800 out of a total outstanding of $155,000,000 capital stock of the Northern Pacific Ry. Co., which on June 30, 1906, operated 6,230.42 miles.

Oregon R. R. & Navigation Co. owns $226,800 out of a total outstanding of $1,555,703 capital stock of the Northern Pacific Terminal Co. of Oregon, which on June 30, 1906, operated 3.11 miles.

Oregon Short Line R. R. Co. owns $90,000,000 common and $18,000,000 preferred out of a total outstanding of $197,777,105 common and $39,495,140 preferred stock of the Southern Pacific Co., which with its subsidiaries on June 30, 1906, operated 9,612.27 miles. This was more than 45 per cent of the outstanding stock.

Union Pacific R. R. Co. owns one-eleventh of the capital stock of the Union Depot Co. of Kansas City, which on June 30, 1906, operated 2.74 miles.

SOUTHERN PACIFIC SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Southern Pacific Co	5,406.61			Oregon Short Line R. R. Co. owns more than 45 per cent of the capital stock of the Southern Pacific Co.
Arizona & Colorado R. R. Co	17.14	Southern Pacific Co	Construction advances.	Southern Pacific Co. controls Arizona & Colorado R. R. Co. through construction advances.
California Northeastern Ry. Co	25.00	do	Stock ownership	Southern Pacific Co. owns all the capital stock of the California Northeastern Ry. Co.
California Northwestern Ry. Co	217.70	do	do	Southern Pacific Co. owns practically all the capital stock of the California Northwestern Ry. Co.
Coos Bay, Roseburg & Eastern R. R. Co.	27.75	do	do	Southern Pacific Co. owns all the capital stock of the Coos Bay, Roseburg & Eastern R. R. & Navigation Co.
Galveston, Harrisburg & San Antonio Ry. Co.	1,316.63	do	do	Southern Pacific Co. owns practically all the capital stock of Galveston, Harrisburg & San Antonio Ry. Co.
Nevada & California Ry. Co	314.88	Galveston, Harrisburg & San Antonio Ry. Co.	do	Galveston, Harrisburg & San Antonio Ry. Co. and Southern Pacific Co. owns practically all the capital stock of the Nevada & California Ry. Co.
Gila Valley, Globe & Northern Ry. Co.	126.53	Southern Pacific Co	do	Southern Pacific Co. owns all of the capital stock of Gila Valley, Globe & Northern Ry. Co.
Hearne & Brazos Valley R. R. Co	18.68	do	do	Southern Pacific Co. owns all the capital stock of the Hearne & Brazos Valley R. R. Co.
Houston & Shreveport R. R. Co	39.78	do	do	Southern Pacific Co. owns practically all the capital stock of Houston & Shreveport R. R. Co.
Houston & Texas Central R. R. Co	694.78	do	do	Southern Pacific Co. owns practically all the capital stock of Houston & Texas Central R. R. Co.
Houston, East & West Texas Ry. Co.	190.94	do	do	Southern Pacific Co. owns practically all the capital stock of Houston, East & West Texas Ry. Co.
Independence & Monmouth R. R. Co.	18.50	do	do	Southern Pacific Co. owns a majority of the capital stock of the Independence & Monmouth R. R. Co.
Louisiana Western R. R. Co	198.28	do	do	Southern Pacific Co. owns all the capital stock of Louisiana Western R. R. Co.

SOUTHERN PACIFIC SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Southern Pacific Co.—Continued.				
Maricopa & Phoenix & Salt River Valley R. R. Co.	41.96	Southern Pacific Co	Stock ownership	Southern Pacific Co. owns all the capital stock of Maricopa & Phoenix & Salt River Valley R. R. Co.
Morgan's Louisiana & Texas R. R. & Steamship Co.	356.16	do	do	Southern Pacific Co. owns all the capital stock of Morgan's Louisiana & Texas R. R. & Steamship Co.
Iberia & Vermillion R. R. Co	21.00	Morgan's Louisiana & Texas R. R. & Steamship Co.	do	Morgan's Louisiana & Texas R. R. and Steamship Co. owns practically all the capital stock of Iberia & Vermillion R. R. Co.
North Shore R. R. Co	90.50	Southern Pacific Co	do	Southern Pacific Co. owns practically all the capital stock of the North Shore R. R. Co.
Ogden Union Ry. & Depot Co	1.00	do	do	Southern Pacific Co. and Union Pacific R. R. Co. own the entire capital stock of the Ogden Union Ry. & Depot Co., one-half each.
Sunset R. R. Co	41.99	do	do	Southern Pacific and Atchison, Topeka & Santa Fe Ry. Co. own all the capital stock of the Sunset R. R. Co., one-half each.
Texas & New Orleans R. R. Co	446.46	do	do	Southern Pacific Co. owns practically all the capital stock of Texas & New Orleans R. R. Co.
Total operated mileage of Southern Pacific Company system.	9,612.27			

The Southern Pacific Company owns a majority of the capital stock of Pacific Mail Steamship Co., which owns and operates lines of steamships from San Francisco to Honolulu, Yokohama, and Hongkong, and to Mexican and Central American ports.

PRINCIPAL MINORITY HOLDINGS.

Southern Pacific Co. owns $128,903 out of $1,555,703 capital stock outstanding of the Northern Pacific Terminal Co. of Oregon, which on June 30, 1906, operated 3.11 miles.

ROCK ISLAND SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Chicago, Rock Island & Pacific Ry. Co...	6,926.25	Chicago, Rock Island & Pacific R. R. Co.	Stock ownership.....	Chicago, Rock Island & Pacific R. R. Co. owns a majority of the capital stock of the Chicago, Rock Island & Pacific Ry. Co.
Chicago, Rock Island & El Paso Ry. Co.	111.50	Chicago, Rock Island & Pacific Ry. Co.	.....do.....	Chicago, Rock Island & Pacific Ry. Co. owns all the capital stock of the Chicago, Rock Island & El Paso Ry. Co.
Chicago, Rock Island & Gulf Ry. Co..	471.88	.....do.....	.....do.....	Chicago, Rock Island & Pacific Ry. Co. owns practically all the capital stock of the Chicago, Rock Island & Gulf Ry. Co.
Kankakee & Seneca R. R. Co.....	42.52	.....do.....	.....do.....	Chicago, Rock Island & Pacific Ry. Co. and the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. own all the capital stock of the Kankakee & Seneca R. R. Co., one-half each.
Kansas City, Rock Island Ry. Co....	33.43	.....do.....	.....do.....	Chicago, Rock Island & Pacific Ry. Co. owns all the capital stock of the Kansas City Rock Island Ry. Co.
Peoria & Pekin Terminal Ry. Co.....	17.69	.....do.....	.....do.....	Chicago, Rock Island & Pacific Ry. Co. and Chicago & Alton R. R. Co. own all outstanding stock of Peoria & Pekin Terminal Ry. Co., one-half each.
St. Louis, Kansas City & Colorado R. R. Co.	298.50	.....do.....	.....do.....	Chicago, Rock Island & Pacific Ry. Co. owns all the capital stock of the St. Louis, Kansas City & Colorado R. R. Co.
St. Louis & San Francisco R. R. Co.....	4,738.04	Chicago, Rock Island & Pacific R. R. Co.	.....do.....	Chicago, Rock Island & Pacific R. R. Co. owns a majority of the capital stock of the St. Louis & San Francisco R. R. Co.
Beaumont, Sour Lake & Western Ry. Co.	22.65	St. Louis & San Francisco R. R. Co.	.....do.....	St. Louis & San Francisco R. R. Co., through its subsidiary, the Colorado Southern, New Orleans & Pacific R. R. Co., owns all the capital stock of the Beaumont, Sour Lake & Western Ry. Co.
Orange & Northwestern R. R. Co.....	61.06	.....do.....	.....do.....	St. Louis & San Francisco R. R. Co., through its subsidiary, the Colorado Southern, New Orleans & Pacific R. R. Co., owns all the capital stock of the Orange & Northwestern R. R. Co.
Chicago & Eastern Illinois R. R. Co. .	947.67	.....do.....	.....do.....	St. Louis & San Francisco R. R. Co. owns a majority of the capital stock of the Chicago & Eastern Illinois R. R. Co.
Evansville & Terre Haute R. R. Co.	164.46	Chicago & Eastern Illinois R. R. Co.	.....do.....	Chicago & Eastern Illinois R. R. Co. owns a majority of the capital stock of the Evansville & Terre Haute R. R. Co.
Evansville & Indianapolis R. R. Co.	149.45	Evansville & Terre Haute R. R. Co.	.....do.....	Evansville & Terre Haute R. R. Co. owns all the capital stock of the Evansville & Indianapolis R. R. Co.
Fort Worth & Rio Grande Ry. Co....	195.88	St. Louis & San Francisco R. R. Co.	.....do.....	St. Louis & San Francisco R. R. Co. owns all the capital stock of the Fort Worth & Rio Grande Ry. Co.
Kansas City, Clinton & Springfield Ry. Co.	239.22	.....do.....	.....do.....	St. Louis & San Francisco R. R. Co. owns practically all the capital stock of the Kansas City, Clinton & Springfield Ry. Co.
Kansas Southwestern Ry. Co.....	59.70	.....do.....	.....do.....	St. Louis & San Francisco R. R. Co. and the Atchison, Topeka & Santa Fe Ry. Co. own all the capital stock of the Kansas Southwestern Ry. Co., one-half each.
New Orleans Terminal Co.....	17.85	.....do.....	.....do.....	St. Louis & San Francisco R. R. Co. and the Southern Ry. Co. own all the capital stock of the New Orleans Terminal Co., one-half each.
St. Louis, San Francisco & Texas Ry. Co.	124.72	.....do.....	.....do.....	St. Louis & San Francisco R. R. Co., with its subsidiaries, owns all the capital stock of the St. Louis, San Francisco & Texas Ry. Co.
Total operated mileage of Rock Island System.	14,622.47			

SOUTHERN PACIFIC SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Southern Pacific Co.—Continued.l				
Maricopa & Phoenix & Salt River Valley R. R. Co.	41.96	Southern Pacific Co..	Stock ownership.....	Southern Pacific Co. owns all the capital stock of Maricopa & Phoenix & Salt River Valley R. R. Co.
Morgan's Louisiana & Texas R. R. & Steamship Co.	356.16	.....do.....	.....do.....	Southern Pacific Co. owns all the capital stock of Morgan's Louisiana & Texas R. R. & Steamship Co.
Iberia & Vermillion R. R. Co.....	21.00	Morgan's Louisiana & Texas R. R. & Steamship Co.	.....do.....	Morgan's Louisiana & Texas R. R. and Steamship Co. owns practically all the capital stock of Iberia & Vermillion R. R. Co.
North Shore R. R. Co.....	90.50	Southern Pacific Co..	.....do.....	Southern Pacific Co. owns practically all the capital stock of the North Shore R. R. Co.
Ogden Union Ry. & Depot Co.....	1.00	.....do.....	.....do.....	Southern Pacific Co. and Union Pacific R. R. Co. own the entire capital stock of the Ogden Union Ry. & Depot Co., one-half each.
Sunset R. R. Co.....	41.99	.....do.....	.....do.....	Southern Pacific and Atchison, Topeka & Santa Fe Ry. Co. own all the capital stock of the Sunset R. R. Co., one-half each.
Texas & New Orleans R. R. Co.....	446.46	.....do.....	.....do.....	Southern Pacific Co. owns practically all the capital stock of Texas & New Orleans R. R. Co.
Total operated mileage of Southern Pacific Company system.	9,612.27			

The Southern Pacific Company owns a majority of the capital stock of Pacific Mail Steamship Co., which owns and operates lines of steamships from San Francisco to Honolulu, Yokohama, and Hongkong, and to Mexican and Central American ports.

PRINCIPAL MINORITY HOLDINGS.

Southern Pacific Co. owns $128,903 out of $1,555,703 capital stock outstanding of the Northern Pacific Terminal Co. of Oregon, which on June 30, 1906, operated 3.11 miles.

ROCK ISLAND SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Chicago, Rock Island & Pacific Ry. Co.	6,926.25	Chicago, Rock Island & Pacific R. R. Co.	Stock ownership	Chicago, Rock Island & Pacific R. R. Co. owns a majority of the capital stock of the Chicago, Rock Island & Pacific Ry. Co.
Chicago, Rock Island & El Paso Ry. Co.	111.50	Chicago, Rock Island & Pacific Ry. Co.	do	Chicago, Rock Island & Pacific Ry. Co. owns all the capital stock of the Chicago, Rock Island & El Paso Ry. Co.
Chicago, Rock Island & Gulf Ry. Co.	471.88	do	do	Chicago, Rock Island & Pacific Ry. Co. owns practically all the capital stock of the Chicago, Rock Island & Gulf Ry. Co.
Kankakee & Seneca R. R. Co.	42.52	do	do	Chicago, Rock Island & Pacific Ry. Co. and the Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. own all the capital stock of the Kankakee & Seneca R. R. Co., one-half each.
Kansas City, Rock Island Ry. Co.	33.43	do	do	Chicago, Rock Island & Pacific Ry. Co. owns all the capital stock of the Kansas City Rock Island Ry. Co.
Peoria & Pekin Terminal Ry. Co.	17.69	do	do	Chicago, Rock Island & Pacific Ry. Co. and Chicago & Alton R. R. Co. own all outstanding stock of Peoria & Pekin Terminal Ry. Co., one-half each.
St. Louis, Kansas City & Colorado R. R. Co.	298.50	do	do	Chicago, Rock Island & Pacific Ry. Co. owns all the capital stock of the St. Louis, Kansas City & Colorado R. R. Co.
St. Louis & San Francisco R. R. Co.	4,738.04	Chicago, Rock Island & Pacific R. R. Co.	do	Chicago, Rock Island & Pacific R. R. Co. owns a majority of the capital stock of the St. Louis & San Francisco R. R. Co.
Beaumont, Sour Lake & Western Ry. Co.	22.65	St. Louis & San Francisco R. R. Co.	do	St. Louis & San Francisco R. R. Co., through its subsidiary, the Colorado Southern, New Orleans & Pacific R. R. Co., owns all the capital stock of the Beaumont, Sour Lake & Western Ry. Co.
Orange & Northwestern R. R. Co.	61.06	do	do	St. Louis & San Francisco R. R. Co., through its subsidiary, the Colorado Southern, New Orleans & Pacific R. R. Co., owns all the capital stock of the Orange & Northwestern R. R. Co.
Chicago & Eastern Illinois R. R. Co.	947.67	do	do	St. Louis & San Francisco R. R. Co. owns a majority of the capital stock of the Chicago & Eastern Illinois R. R. Co.
Evansville & Terre Haute R. R. Co.	164.46	Chicago & Eastern Illinois R. R. Co.	do	Chicago & Eastern Illinois R. R. Co. owns a majority of the capital stock of the Evansville & Terre Haute R. R. Co.
Evansville & Indianapolis R. R. Co.	149.45	Evansville & Terre Haute R. R. Co.	do	Evansville & Terre Haute R. R. Co. owns all the capital stock of the Evansville & Indianapolis R. R. Co.
Fort Worth & Rio Grande Ry. Co.	195.88	St. Louis & San Francisco R. R. Co.	do	St. Louis & San Francisco R. R. Co. owns all the capital stock of the Fort Worth & Rio Grande Ry. Co.
Kansas City, Clinton & Springfield Ry. Co.	239.22	do	do	St. Louis & San Francisco R. R. Co. owns practically all the capital stock of the Kansas City, Clinton & Springfield Ry. Co.
Kansas Southwestern Ry. Co.	59.70	do	do	St. Louis & San Francisco R. R. Co. and the Atchison, Topeka & Santa Fe Ry. Co. own all the capital stock of the Kansas Southwestern Ry. Co., one-half each.
New Orleans Terminal Co.	17.85	do	do	St. Louis & San Francisco R. R. Co. and the Southern Ry. Co. own all the capital stock of the New Orleans Terminal Co., one-half each.
St. Louis, San Francisco & Texas Ry. Co.	124.72	do	do	St. Louis & San Francisco R. R. Co., with its subsidiaries, owns all the capital stock of the St. Louis, San Francisco & Texas Ry. Co.
Total operated mileage of Rock Island System.	14,622.47			

In addition to the foregoing companies controlled by the Rock Island Company through stock ownership, it is known unofficially that a close working relationship exists between it and the El Paso & Northeastern Company, a holding company, which controls a small system of railways operating in the Territory of New Mexico, the component parts of which system are:

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Alamogordo & Sacramento Mountain Ry. Co.	32.47	El Paso & Northeastern Co.	Stock ownership	El Paso & Northeastern Co. owns practically all the capital stock of the Alamogordo & Sacramento Mountain Ry. Co.
Dawson Ry. Co	132.07	Dawson Ry. & Coal Co.	do	El Paso & Northeastern Co. owns all the capital stock of the Dawson Ry. & Coal Co., which owns practically all the stock of the Dawson Ry. Co.
El Paso & Northeastern R. R. Co. of Texas	19.32	El Paso and Northeastern Co.	do	El Paso & Northeastern Co. owns practically all the capital stock of the El Paso & Northeastern R. R. Co. of Texas.
El Paso & Northeastern Ry. Co	149.53	do	do	El Paso & Northeastern Co. owns all the capital stock of the El Paso & Northeastern Ry. Co.
El Paso & Rock Island Ry. Co	128.11	do	do	El Paso & Northeastern Co. owns a majority of the capital stock of the El Paso & Rock Island Ry. Co.
Total operated mileage of the El Paso & Northeastern Co.	461.50			

PRINCIPAL MINORITY HOLDINGS.

Chicago & Eastern Illinois R. R. Co. owns one-fifth of the capital stock of the Belt Ry. Co. of Chicago, which on June 30, 1906, operated 47.31 miles.
Chicago, Rock Island & Pacific Ry. Co., jointly with the Union Pacific R. R. Co., owns a majority of the capital stock of the Chicago & Alton R. R. Co., which on June 30 1906, with its controlled lines, operated 968.02 miles.
Chicago, Rock Island & Pacific Ry. Co. owns $80,000 of $2,000,000 capital stock of the Chicago Union Transfer Ry. Co., which on June 30, 1906, operated 7.00 miles.
Chicago, Rock Island & Pacific Ry. Co. owns one-fifth interest in Keokuk Union Depot Co., which on June 30, 1906, operated 0.38 mile.
Chicago, Rock Island & Pacific Ry. Co. owns one-sixth interest in the Leavenworth Depot & R. R. Co., which on June 30, 1906, operated 1.04 miles.
Chicago, Rock Island & Pacific Ry. Co. owns one-tenth of the capital stock of the Minnesota Transfer Ry. Co., which on June 30, 1906 operated 13.54 miles.
Chicago, Rock Island & Pacific Ry. Co. owns one-fifth interest in the Pueblo Union Depot & R. R. Co., which on June 30, 1906, operated 2.56 miles.
Chicago, Rock Island & Pacific Ry. Co. owns one-fifth interest in the St. Joseph Union Depot Co., which on June 30, 1906, operated 2.29 miles.
Chicago, Rock Island & Pacific Ry. Co. owns one-ninth of the capital stock of the St. Paul Union Depot Co., which on June 30, 1906, operated 9.06 miles.
Chicago, Rock Island & Pacific Ry. Co. and the St. Louis & San Francisco Ry. Co. together own a one-seventh interest in the Terminal R. R. Assn. of St. Louis, which with its subsidiaries on June 30, 1906, operated 44.95 miles.
Chicago, Rock Island & Pacific Ry. Co. and the St. Louis & San Francisco R. R. Co., with its subsidiary, the Kansas City, Fort Scott & Memphis Ry. Co., each own one-eleventh interest in the Union Depot Co. (Kansas City), which on June 30, 1906, operated 2.74 miles.
St. Louis & San Francisco R. R. Co., through its subsidiary, the Kansas City, Fort Scott & Memphis Ry. Co., owns three-tenths of the capital stock of the Kansas City Belt Ry. Co., which on June 30, 1906, operated 10.02 miles.
St. Louis & San Francisco R. R. Co. owns $280,000 out of a total capital stock of $4,000,000 of the Mobile, Jackson & Kansas City R. R., which on June 30, 1906, operated 401.79 miles.
Chicago & Eastern Illinois R. R. Co. owns one-fifth interest in the Chicago & Western Indiana R. R. Co., which on June 30, 1906, operated 27.27 miles.
Chicago & Eastern Illinois R. R. Co. owns one-eleventh interest in the Missouri & Illinois Bridge & Belt R. R. Co., which on June 30, 1906, operated 2.80 miles.

CHICAGO & ALTON SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Chicago & Alton R. R. Co.	970.33	Chicago & Alton Ry. Co.	Stock ownership	Chicago & Alton R. R. Co. and the Chicago, Rock Island & Pacific Ry. Co. own all the capital stock of the Peoria & Pekin Terminal Ry. Co., one-half each.
Peoria & Pekin Terminal Ry. Co.	17.69			
Total operated mileage of Chicago & Alton system.	988.02			

PRINCIPAL MINORITY HOLDINGS.

Chicago & Alton R. R. Co. owns $205,800 out of a total outstanding of $2,882,000 capital stock of the Terminal R. R. Assn. of St. Louis, which with its subsidiaries on June 30, 1906, operated 44.95 miles.

Chicago & Alton R. R. Co. owns one-eleventh of the capital stock of the Union Depot Co. of Kansas City, which with its subsidiaries on June 30, 1906, operated 2.74 miles.

MISSOURI PACIFIC SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Missouri Pacific Ry. Co.	3,491.62			
Central Branch Ry. Co.	388.19	Missouri Pacific Ry. Co.	Stock ownership	Missouri Pacific Ry. Co. owns all the capital stock of the Central Branch Ry. Co.
International & Great Northern R. R. Co.	1,159.50	Missouri Pacific interests.	do	International & Great Northern R. R. Co. is controlled in the interest of the Missouri Pacific Ry. Co.
St. Louis, Iron Mountain & Southern Ry. Co.	2,459.15	Missouri Pacific Ry. Co.	do	Missouri Pacific Ry. Co. owns practically all the capital stock of the St. Louis, Iron Mountain & Southern Ry. Co.
Arkansas & Louisiana Ry. Co	25.54	St. Louis, Iron Mountain & Southern Ry. Co.	do	St. Louis, Iron Mountain & Southern Ry. Co. owns practically all the capital stock of the Arkansas & Louisiana Ry. Co.
Arkansas Central R. R. Co.	47.63	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns practically all the capital stock of the Arkansas Central R. R. Co.
Arkansas Midland R. R. Co.	47.45	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the Arkansas Midland R. R. Co.
Arkansas Southwestern Ry. Co.	33.01	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the Arkansas Southwestern Ry. Co.
Brinkley, Helena & Indian Bay R. R. Co.	22.97	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the Brinkley, Helena & Indian Bay R. R. Co.
El Dorado & Bastrop Ry. Co.	43.94	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the El Dorado & Bastrop Ry. Co.

MISSOURI PACIFIC SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Missouri Pacific Ry. Co.—Continued.				
St. Louis, Iron Mountain & Southern Ry. Co.—Continued.				
Little Rock & Hot Springs Western R. R. Co.	30.90	St. Louis, Iron Mountain & Southern Ry. Co.	Stock ownership	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the Little Rock & Hot Springs Western R. R. Co.
Little Rock & Monroe Ry. Co.	43.44	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the Little Rock & Monroe Ry. Co.
Mississippi River, Hamburg & Western Ry. Co.	50.93	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the Mississippi River, Hamburg & Western Ry. Co.
Natchez & Southern Ry. Co.	2.29	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the Natchez & Southern Ry. Co.
New Orleans & Northwestern R. R. Co.	115.48	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the New Orleans & Northwestern R. R. Co
Pine Bluff & Western R. R. Co.	46.00	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the Pine Bluff & Western R. R. Co.
St. Louis, Watkins & Gulf Ry. Co.	98.37	do	do	St. Louis, Iron Mountain & Southern Ry. Co. owns all the capital stock of the St. Louis, Watkins & Gulf Ry. Co.
Total mileage of Missouri Pacific System.	8,106.41			

PRINCIPAL MINORITY HOLDINGS.

Missouri Pacific Ry. Co. owns one-eighth of the capital stock of the Atchison Union Depot & R. R. Co., which on June 30, 1906, operated 0.80 mile.

Missouri Pacific Ry. Co. interests own over 26 per cent of the capital stock of the Denver & Rio Grande R. R. Co., which with its controlled lines on June 30, 1906, operated 3,233.15 miles.

Missouri Pacific Ry. Co. owns one-third of the capital stock of the Leavenworth Depot & R. R. Co., which on June 30, 1906, operated 1.04 miles.

Missouri Pacific Ry. Co. and the St. Louis, Iron Mountain & Southern Ry. Co. each own one-eleventh of the capital stock of the Missouri & Illinois Bridge & Belt R. R. Co., which on June 30, 1906, operated 2.80 miles.

Missouri Pacific Ry. Co. owns one-fifth of the capital stock of the Pueblo Union Depot & R. R. Co., which on June 30, 1906, operated 2.50 miles.

Missouri Pacific Ry. Co. owns one-tenth of the capital stock of the St. Joseph Union Depot Co., which on June 30, 1906, operated 2.29 miles.

Missouri Pacific Ry. Co. and the St. Louis, Iron Mountain & Southern Ry. Co. each own one-fifth of the capital stock of the Southern Illinois & Missouri Bridge Co., which on June 30, 1906, operated 4.64 miles.

Missouri Pacific Ry. Co. and the St. Louis, Iron Mountain & Southern Ry. Co. each own $205,800 out of a total outstanding of $2,882,000 capital stock of the Terminal R. R. Ass'n of St. Louis, which, with its subsidiaries, on June 30, 1906, operated 44.95 miles.

Missouri Pacific Ry. Co. owns $6,525,000 and the St. Louis, Iron Mountain & Southern Ry. Co. $30,000, out of a total outstanding of $38,761,635 capital stock of the Texas & Pacific Ry. Co., which on June 30, 1906, operated 1,878.68 miles.

Missouri Pacific Ry. Co. owns $2,000,000 and the St. Louis, Iron Mountain & Southern Ry. Co. $6,500,000, out of a total outstanding of $24,000,000 preferred stock of the Wabash R. R. Co., which on June 30, 1906, operated 3,125.72 miles. The Wabash R. R. Co. also has outstanding $38,000,000 common stock and $30,000,000 debenture bonds, holders of which are entitled to vote. Of these debentures, the St. Louis, Iron Mountain & Southern Ry. Co. owns $5,435,000, giving to Missouri Pacific System $13,935,000 out of $92,000,000 stock and bonds of the Wabash R. R. Co. having voting powers.

WABASH SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Wabash R. R. Co	2,517.20			
Wabash-Pittsburg Terminal Ry. Co	59.90	Wabash R. R. Co	Stock ownership	Wabash R. R. Co. owns all the capital stock of the Wabash-Pittsburg Terminal Ry. Co.
West Side Belt R. R. Co	22.46	Wabash - Pittsburg Terminal Ry. Co.	do	Wabash-Pittsburg Terminal Ry. Co. owns all the capital stock of the Pittsburg Terminal R. R. & Coal Co., which owns practically all the capital stock of the West Side Belt R. R. Co.
Wheeling & Lake Erie R. R. Co	498.16	do	do	Wabash-Pittsburg Terminal Ry. Co. owns a majority of the capital stock of Wheeling & Lake Erie R. R. Co.
Pittsburg, Lisbon & Western R. R. Co.	28.00	Wheeling & Lake Erie R. R. Co.	do	Wheeling & Lake Erie R. R. Co. owns all the capital stock of the Pittsburg Lisbon & Western Ry. Co.
Total operated mileage of Wabash system.	3,125.72			

PRINCIPAL MINORITY HOLDINGS.

Wabash R. R. Co. owns one-fifth of the capital stock of the Belt Ry. Co. of Chicago, which on June 30, 1906, operated 47.31 miles.
Wabash R. R. Co. owns one-fifth of the capital stock of the Chicago & Western Indiana R. R. Co., which on June 30, 1906, operated 27.27 miles.
Wabash R. R. Co. owns one-eighth of the capital stock of the Des Moines Union Ry. Co., which on June 30, 1906, operated 4 miles.
Wabash R. R. Co. owns 19.5 per cent of the capital stock of the Hannibal Union Depot Co., which on June 30, 1906, operated 0.90 mile.
Wabash R. R. Co. owns one-fifth of the capital stock of the Keokuk Union Depot Co., which on June 30, 1906, operated 0.38 mile.
Wabash R. R. Co. owns one-eleventh of the capital stock of the Missouri & Illinois Bridge & Belt R. R. Co., which on June 30, 1906, operated 2.80 miles.
Wabash R. R. Co. owns one-fourteenth of the capital stock of the Terminal R. R. Assn. of St. Louis, which on June 30, 1906, operated 44.95 miles.
Wabash R. R. Co. owns one-eleventh of the capital stock of the Union Depot Co. (Kansas City), which on June 30, 1906, operated 2.74 miles.

WESTERN MARYLAND SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Western Maryland R. R. Co	542.62			

ST. LOUIS SOUTHWESTERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
St. Louis Southwestern Ry. Co	770.50			
Dallas Terminal Ry. and Union Depot Co.	10.02	St. Louis Southwestern Ry. Co.	Stock ownership	St. Louis Southwestern Ry. Co. owns a substantial majority of the capital stock of the Dallas Terminal Ry. & Union Depot Co.
Paragould Southeastern Ry. Co	38.00	do	do	St. Louis Southwestern Ry. Co. owns a majority of the capital stock of the Paragould Southeastern Ry. Co.
Pine Bluff Arkansas River Ry. Co	33.00	do	do	St. Louis Southwestern Ry. Co. owns practically all the capital stock of the Pine Bluff Arkansas River Ry. Co.
St. Louis Southwestern Ry. Co. of Texas.	681.09	do	do	St. Louis Southwestern Ry. Co. owns all the capital stock of the St. Louis Southwestern Ry. Co. of Texas.
Total operated mileage of St. Louis Southwestern System	1,532.61			

PRINCIPAL MINORITY HOLDING.

St. Louis Southwestern Ry. Co. owns one-fifth of the capital stock of the Southern Illinois & Missouri Bridge Co., which on June 30, 1906, operated 4.64 miles.

TEXAS & PACIFIC SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Texas & Pacific Ry. Co	1,848.05			
Denison & Pacific Suburban Ry. Co	7.63	Texas & Pacific Ry. Co.	Stock ownership	Texas & Pacific Ry. Co. owns all the capital stock of the Denison & Pacific Suburban Ry. Co.
Weatherford, Mineral Wells & Northwestern Ry. Co.	23.00	do	do	Texas & Pacific Ry. Co. owns practically all the capital stock of the Weatherford, Mineral Wells & Northwestern Ry. Co.
Total operated mileage of Texas & Pacific System.	1,878.68			

DENVER & RIO GRANDE SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Denver & Rio Grande R. R. Co	2,582.16			Missouri Pacific holds over 26 per cent of the capital stock of the Denver & Rio Grande R. R. Co.
Boca & Loyalton R. R. Co	53.51	Denver & Rio Grande R. R. Co.	Stock ownership	Denver & Rio Grande R. R. Co., through its subsidiary, the Rio Grande Western Ry. Co., owns a majority of the capital stock of the Boca & Loyalton R. R. Co.
Colorado Midland Ry. Co	336.08	do	do	Denver & Rio Grande R. R. Co. and the Colorado & Southern Ry. Co. own all the capital stock of the Colorado Midland Ry. Co., one-half each.
Rio Grande & Southwestern R. R. Co	41.00	do	do	Denver & Rio Grande R. R. Co. own all the capital stock of the Rio Grande & Southwestern R. R. Co.
Rio Grande Southern R. R. Co	180.40	do	do	Denver & Rio Grande R. R. Co. owns a majority of the capital stock of the Rio Grande Southern R. R. Co.
Western Pacific Ry. Co	40.00	do	do	Denver & Rio Grande R. R. Co., and its subsidiary, the Rio Grande Western Ry. Co., own a majority of the capital stock of the Western Pacific Ry. Co.
Total operated mileage of Denver & Rio Grande System.	3,233.15			

PRINCIPAL MINORITY HOLDINGS.

Denver & Rio Grande R. R. Co. owns one-fifth of the capital stock of the Union Depot & Ry. Co. of Denver, which on June 30, 1906, operated 0.30 mile.
Denver & Rio Grande R. R. Co. owns one-fifth of the capital stock of the Pueblo Union Depot & R. R. Co., which on June 30, 1906, operated 2.50 miles.

ATLANTIC COAST LINE SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Atlantic Coast Line R. R. Co	4,333.63	Atlantic Coast Line Co.	Stock ownership	Atlantic Coast Line Co. owns a majority of the capital stock of the Atlantic Coast Line R. R. Co.
Charleston Terminal Co	5.02	Atlantic Coast Line R. R. Co.	do	Atlantic Coast Line R. R. Co. and the Southern Ry. Co. own all the capital stock of the Charleston Terminal Co., one-half each.
Columbia Union Station Co	.32	do	do	Atlantic Coast Line R. R. Co. and the Southern Railway Co. own all the capital stock of the Columbia Union Station Co.
Conway Coast & Western R. R. Co	31.00	do	do	Atlantic Coast Line R. R. Co. owns all the capital stock of the Conway Coast & Western R. R. Co.
East Carolina Ry. Co	24.50	do	do	Atlantic Coast Line R. R. Co. owns all the capital stock of the East Carolina Ry. Co.
Georgia R. R. Lessee Organization	307.00	Atlantic Coast Line R. R. Co. and Louisville & Nashville R. R. Co.	Lease	Controlling companies are joint owners of leasehold in Georgia R. R., which expires in 1960.
Augusta Belt Ry. Co	6.92	do	Stock ownership	Owners of leasehold in Georgia R. R. own all the capital stock of the Augusta Belt Ry. Co.
Lexington Terminal R. R. Co	3.58	do	do	Owners of leasehold in Georgia R. R. own all the capital stock of the Lexington Terminal R. R. Co.
Union Point & White Plains R. R. Co.	13.50	Georgia R. R	do	Georgia R. R. owns a majority of the capital stock of the Union Point & White Plains R. R. Co.
Louisville & Nashville R. R. Co	4,205.55	Atlantic Coast Line R. R. Co.	do	Atlantic Coast Line R. R. Co. owns a majority of the capital stock of the Louisville & Nashville R. R. Co.
Birmingham Southern R. R. Co	26.24	Louisville & Nashville R. R. Co.	do	Louisville & Nashville R. R. Co. and the Southern Railway Co. own all the capital stock of the Birmingham Southern R. R. Co., one-half each.
Louisville, Henderson & St. Louis Ry. Co	199.80	do	do	Louisville & Nashville R. R. Co. owns a majority of the capital stock of the Louisville, Henderson & St. Louis Ry. Co.
Nashville Chattanooga & St. Louis Ry. Co.	1,226.08	do	do	Louisville & Nashville R. R. Co. owns a majority of the capital stock of the Nashville, Chattanooga & St. Louis Ry. Co.
Yellow River R. R. Co	26.41	do	do	Louisville & Nashville R. R. Co. owns all the capital stock of the Yellow River R. R. Co.
Monroe R. R. Co	10.00	Atlantic Coast Line R. R. Co.	do	Atlantic Coast Line R. R. Co. and its subsidiary, the Louisville & Nashville R. R. Co., own all the capital stock of the Monroe R. R. Co., one-half each.
Charleston & Western Carolina Ry. Co	341.18	Atlantic Coast Line Co.	do	Atlantic Coast Line Co. owns all the capital stock of the Charleston & Western Carolina Ry. Co.
Macon, Dublin & Savannah R. R. Co	92.89	do	do	Atlantic Coast Line Co. owns all the capital stock of the Macon, Dublin & Savannah R. R. Co.
Northwestern R. R. Co. of South Carolina.	71.00	do	do	Atlantic Coast Line Co. owns one-half of the capital stock of the Northwestern R. R. Co. of South Carolina.
Total mileage of Atlantic Coast Line Co.	10,924.62			

The Atlantic Coast Line Co., together with the Chesapeake & Ohio, the Norfolk & Western, the Seaboard Air Line, and the Southern Railway, owns a majority of the capital stock of the Old Dominion Steamship Line, which operates a line of steamers from New York to Norfolk and Richmond, Va., and auxiliary lines.

PRINCIPAL MINORITY HOLDINGS.

Atlantic Coast Line R. R. Co. and its subsidiary, Louisville & Nashville R. R. Co., own about 44 per cent of the capital stock of the Atlanta & West Point R. R. Co., which on June 30, 1906, operated 91.91 miles.
Charleston & Western Carolina Ry. Co. and the leaseholders of the Georgia R. R. together own one-half the capital stock of the Augusta & Summerville R. R. Co., which on June 30, 1906, operated 4.32 miles.
Chicago, Indianapolis & Louisville Ry. Co. owns one-fifth of the capital stock of the Chicago & Western Indiana R. R. Co., which on June 30, 1906, operated 27.27 miles.
Louisville & Nashville R. R. Co. and the Southern Ry. Co. own a considerable majority of the capital stock of the Chicago, Indianapolis & Louisville Ry. Co., which on June 30, 1906, operated 591.45 miles.
Atlantic Coast Line R. R. Co. owns about 36 per cent of the capital stock of the Columbia, Newberry & Laurens R. R. Co., which on June 30, 1906, operated 75 miles.
Atlantic Coast Line R. R. Co. owns one-fourth of the capital stock of the Jacksonville Terminal Co., which on June 30, 1906, operated 16.13 miles.
Chicago, Indianapolis & Louisville Ry. Co. owns one-third of capital stock of the Kentucky & Indiana Bridge & R. R. Co., which on June 30, 1906, operated 6.16 miles.
Louisville & Nashville R. R. Co. owns one-eleventh of capital stock of the Missouri & Illinois Bridge & Belt R. R. Co., which on June 30, 1906, operated 2.80 miles.
Atlantic Coast Line R. R. Co. owns one-seventh of capital stock of the Norfolk & Portsmouth Belt Line R. R. Co., which on June 30, 1906, operated 9 miles.
Louisville & Nashville R. R. Co. owns $205,800 out of a total outstanding of $2,882,000 capital stock of the Terminal R. R. Assn. of St. Louis, which on June 30, 1906, operated 44.95 miles.
Atlantic Coast Line R. R. Co. owns one-sixth of capital stock of the Richmond-Washington Co., whose controlled lines on June 30, 1906, operated 119.03 miles.
Atlantic Coast Line R. R. Co. owns one-third of the capital stock of the Savannah Union Station Co., which on June 30, 1906, operated 12 miles.

ATCHISON SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Atchison, Topeka & Santa Fe Ry. Co	6,894.38			
Beaumont Wharf & Terminal Co	4.10	Atchison, Topeka & Santa Fe Ry. Co.	Stock ownership	Atchison, Topeka & Santa Fe Ry. Co. owns practically all the capital stock of the Beaumont Wharf & Terminal Co.
Denver, Enid & Gulf R. R. Co	117.46	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns practically all the capital stock of the Denver, Enid & Gulf R. R. Co.
Fort Bragg & Southeastern R. R. Co	23.85	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns all the capital stock of the Fort Bragg & Southeastern R. R. Co.
Grand Canyon Ry. Co	66.89	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns a majority of the capital stock of the Grand Canyon Ry. Co.
Gulf, Colorado & Santa Fe Ry. Co	1,433.86	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns all the capital stock of the Gulf, Colorado & Santa Fe Ry. Co.
Kansas City Belt Ry. Co	10.02	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns one-half of the capital stock of the Kansas City Belt Ry. Co.
Kansas Southwestern Ry. Co	59.70	do	do	Atchison, Topeka & Santa Fe Ry. Co. and the St. Louis & San Francisco R. R. Co. own all the capital stock of the Kansas Southwestern Ry. Co., one-half each.
Leavenworth & Topeka Ry. Co	56.12	do	do	Atchison, Topeka & Santa Fe Ry. Co. and Union Pacific R. R. Co. own all the capital stock of the Leavenworth & Topeka Ry. Co., one-half each.
Pecos Valley & Northeastern Ry. Co	221.47	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns practically all the capital stock of the Pecos Valley & Northeastern Ry. Co.

ATCHISON SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Atchison, Topeka & Santa Fe Ry. Co.—Continued.				
Pecos Valley & Northeastern Ry. Co.—Continued.				
Pecos & Northern Texas Ry. Co.	94.50	Pecos Valley & Northeastern Ry. Co.	Stock ownership	Pecos Valley & Northeastern Ry. Co. owns practically all the capital stock of the Pecos & Northern Texas Ry. Co.
Pecos River R. R. Co	54.27	do	do	Pecos Valley & Northeastern Ry. Co. owns practically all the capital stock of the Pecos River R. R. Co.
St. Joseph Terminal R. R. Co	1.02	Atchison, Topeka & Santa Fe Ry. Co.	do	Atchison, Topeka & Santa Fe Ry. Co. owns one-half the capital stock of the St. Joseph Terminal R. R. Co.
San Francisco & Northwestern Ry. Co.	53.62	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns practically all the capital stock of the San Francisco & Northwestern Ry. Co.
Santa Fe, Prescott & Phoenix Ry. Co.	403.07	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns practically all the capital stock of the Santa Fe, Prescott & Phoenix Ry. Co.
Southern Kansas Ry. Co. of Texas	129.17	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns all the capital stock of the Southern Kansas Ry. Co. of Texas.
Sunset R. R. Co	41.99	do	do	Atchison, Topeka & Santa Fe Ry. Co. and Southern Pacific Co. own all the capital stock of the Sunset R. R., one-half each.
Texas and Gulf Ry. Co	70.70	do	do	Atchison, Topeka & Santa Fe Ry. Co. owns practically all the capital stock of the Texas & Gulf Ry. Co.
Total operated mileage of Atchison system.	9,836.19			

PRINCIPAL MINORITY HOLDINGS.

Atchison, Topeka & Santa Fe Ry. Co. owns one-fourth of the capital stock of the Atchison Union Depot & R. R. Co., which on June 30, 1906, operated 0.80 mile.
Atchison, Topeka & Santa Fe Ry. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Ry. Co., which on June 30, 1906, operated 7 miles.
Atchison, Topeka & Santa Fe Ry. Co. owns $12,500 or one-twelfth of the capital stock of the Leavenworth Depot & R. R. Co., which on June 30, 1906, operated 1.04 miles.
Atchison, Topeka & Santa Fe Ry. Co. owns one-fifth of the capital stock of the Pueblo Union Depot & R. R. Co., which on June 30, 1906, operated 2.50 miles.
Atchison, Topeka & Santa Fe Ry. Co. owns one-tenth of the capital stock of the St. Joseph Union Depot Co., which on June 30, 1906, operated 2.29 miles.
Atchison, Topeka & Santa Fe Ry. Co. owns one-eleventh of the capital stock of the Union Depot Co. (Kansas City), which on June 30, 1906, operated 2.74 miles.

NEW YORK, NEW HAVEN & HARTFORD SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
New York, New Haven & Hartford R. R. Co.	2,056.88			
Boston Terminal Co	3.58	New York, New Haven & Hartford R. R. Co. and subsidiaries.	Stock ownership	New York, New Haven & Hartford R. R. Co. and subsidiaries own a majority of the capital stock of Boston Terminal Co.
Central New England Ry. Co	256.30	New York, New Haven & Hartford R. R. Co.	do	New York, New Haven & Hartford R. R. Co. owns a majority of the capital stock of Central New England Ry. Co.
New York Connecting R. R. Co	1.33	do	do	New York, New Haven & Hartford R. R. Co. and Pennsylvania R. R. Co. own entire capital stock of New York Connecting R. R. Co., one-half each.
New York, Ontario & Western Ry. Co.	345.87	do	do	New York, New Haven & Hartford R. R. Co. owns a majority of the capital stock of the New York, Ontario & Western Ry. Co.
Union Freight R. R. Co	2.43	do	Lease and stock ownership.	New York, New Haven & Hartford R. R. Co., through its leased lines, Old Colony R. R. Co. and Boston & Providence R. R. Co., controls entire outstanding stock of Union Freight R. R. Co.
Wood River Branch R. R. Co	5.70	do	Stock ownership	New York, New Haven & Hartford R. R. Co. owns a majority of the capital stock of Wood River Branch R. R. Co.
Total operated mileage of New York, New Haven & Hartford System.	2,672.09			

PRINCIPAL MINORITY HOLDING.

New York, New Haven & Hartford R. R. Co. owns $18,700 out of a total issue of $133,800 stock of Narragansett Pier R. R. Co., which on June 30, 1906, operated 8.50 miles.

ILLINOIS CENTRAL SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Illinois Central R. R. Co.	4,459.14			
Omaha Bridge & Terminal Ry. Co.	24.93	Illinois Central R. R. Co.	Stock ownership	Illinois Central R. R. Co. owns the entire capital stock of Omaha Bridge & Terminal Ry. Co.
St. Louis, Belleville & Southern Ry. Co.	13.00	do	do	Illinois Central R. R. Co. owns the entire capital stock of St. Louis, Belleville & Southern Ry. Co.
Yazoo & Mississippi Valley R. R. Co.	1,239.14	do	do	Illinois Central R. R. Co. owns a majority of the capital stock of Yazoo & Mississippi Valley R. R. Co.
Total operated mileage of Illinois Central System.	5,736.21			

PRINCIPAL MINORITY HOLDINGS.

Illinois Central R. R. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Ry. Co., which on June 30, 1906, operated 7 miles.
Illinois Central R. R. Co. owns one-fourth of the capital stock of St. Charles Air Line R. R., which on June 30, 1906, operated 0.75 mile.
Illinois Central R. R. Co. owns one-fifth of the capital stock of the Southern Illinois & Missouri Bridge Co., which on June 30, 1906, operated 4.64 miles.
Illinois Central R. R. Co. owns one-fourth of the capital stock of the Peoria & Pekin Union Ry. Co., which on June 30, 1906, operated 18.14 miles.
Illinois Central R. R. Co., jointly with the Southern Railway Co., controls the Nashville Terminal Co., through a contract placing the stock of Nashville Terminal Co. in trust pending purchase by said companies. Mileage operated June 30, 1906, 26.54 miles.

CHICAGO, MILWAUKEE & ST. PAUL SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Chicago, Milwaukee & St. Paul Ry. Co....	7,267.67			
Davenport, Rock Island & Northwestern Ry. Co.	49.02	Chicago, Milwaukee & St. Paul Ry. Co.	Stock ownership.....	Chicago, Milwaukee & St. Paul Ry. Co. and the Chicago, Burlington & Quincy R. R. Co. own the entire capital stock of the Davenport, Rock Island & Northwestern Ry. Co., one-half each.
Minneapolis Eastern Ry. Co.....	1.13	.....do.....	.....do.....	Chicago, Milwaukee & St. Paul Ry. Co. and the Chicago, St. Paul, Minneapolis & Omaha Ry. Co. own the entire capital stock of the Minneapolis Eastern Ry. Co., one-half each.
Montana R. R. Co.....	157.00	.....do.....	.....do.....	Chicago, Milwaukee & St. Paul Ry. Co. owns the entire capital stock of the Montana R. R. Co.
Wisconsin Western R. R. Co.....	51.97	.....do.....	.....do.....	Chicago, Milwaukee & St. Paul Ry. Co. owns the entire capital stock of the Wisconsin Western R. R. Co.
Total operated mileage of Chicago, Milwaukee & St. Paul System.	7,526.79			

PRINCIPAL MINORITY HOLDINGS.

Chicago, Milwaukee & St. Paul Ry. Co. owns one-twenty-fifth of the capital stock of the Chicago Union Transfer Ry. Co., which on June 30, 1906, operated 7 miles.
Chicago, Milwaukee & St. Paul Ry. Co. owns one-fourth of the capital stock of the Des Moines Union Ry. Co., which on June 30, 1906, operated 4 miles.
Chicago, Milwaukee & St. Paul Ry. Co. owns one-fifth of the capital stock of the Kansas City Belt Ry. Co., which on June 30, 1906, operated 10.02 miles.
Chicago, Milwaukee & St. Paul Ry. Co. owns one-tenth of the capital stock of the Minnesota Transfer Ry. Co., which on June 30, 1906, operated 13.54 miles.
Chicago, Milwaukee & St. Paul Ry. Co. owns one-ninth of the capital stock of the St. Paul Union Depot Co., which on June 30, 1906, operated 9.06 miles.
Chicago, Milwaukee & St. Paul Ry. Co. owns one-eleventh of the capital stock of the Union Depot Co. (Kansas City), which on June 30, 1906, operated 2.74 miles.

BOSTON AND MAINE SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Boston & Maine R. R. Co	[a] 2,287.52			
Maine Central R. R. Co	[b] 815.93	Boston & Maine R. R. Co.	Stock ownership	Boston & Maine R. R. Co. owns a majority of the capital stock of the Maine Central R. R. Co.
Washington County Ry. Co	[c] 138.27	Maine Central R. R. Co.	do	Maine Central R. R. Co. owns all the capital stock of the Washington County Ry. Co.
Mount Washington R. R. Co	3.33	Concord & Montreal R. R. Co.	do	Concord & Montreal R. R. Co., which is leased to the Boston & Maine R. R. Co., owns all the capital stock of the Mount Washington R. R. Co.
St. Johnsbury & Lake Champlain R. R. Co.	131.50	Boston & Lowell R.R. Corporation.	do	Boston & Lowell R. R. Corporation, which is leased to the Boston & Maine R. R. Co., owns a majority of the capital stock of the St. Johnsbury & Lake Champlain R. R. Co.
Vermont Valley R. R. Co	24.00	Connecticut River R. R. Co.	do	Connecticut River R. R. Co., which is leased to the Boston & Maine R. R. Co., owns practically all of the capital stock of the Vermont Valley R. R. Co.
Sullivan County R. R. Co	26.00	Vermont Valley R. R. Co.	do	Vermont Valley R. R. Co. owns all the capital stock of the Sullivan County R. R. Co.
York Harbor & Beach R. R. Co	11.51	Boston & Maine R. R. Co.	do	Boston & Maine R. R. Co. owns a majority of the capital stock of the York Harbor & Beach R. R. Co.
Total operated mileage of Boston & Maine system.	3,438.06			
United States portion	3,342.37			

[a] Includes 38.41 miles not in United States. [b] Includes 52.18 miles not in United States. [c] Includes 5.10 miles not in United States.

PRINCIPAL MINORITY HOLDINGS.

Maine Central R. R. Co. owns $5,000 out of a total outstanding stock of $102,250 of the Bridgton & Saco R. R. Co., which on June 30, 1906, operated 21.25 miles.
Maine Central R. R. Co. owns $25,000 out of a total outstanding capital stock of $99,400 of the Phillips & Rangeley R. R. Co., which on June 30, 1906, operated 50 miles.
Maine Central R. R. Co. owns $8,000 out of a total outstanding capital stock of $180,000 of the Sebasticook & Moosehead R. R Co., which on June 30, 1906, operated 15 miles.

MISSOURI, KANSAS & TEXAS SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Missouri, Kansas & Texas Ry. Co.	3,042.57	Missouri, Kansas & Texas Ry. Co.	Trackage rights and stock ownership.	Missouri, Kansas & Texas Ry. Co. has trackage agreement with and owns over 49 per cent of the capital stock of the Galveston, Houston & Henderson R. R. Co. of 1882.
Galveston, Houston & Henderson R. R. Co. of 1882.	50.00			
Total operated mileage of Missouri, Kansas & Texas System.	3,092.57			

PRINCIPAL MINORITY HOLDINGS.

Missouri, Kansas & Texas Ry. Co. owns 19.5 per cent of the capital stock of the Hannibal Union Depot Co., which on June 30, 1906, operated 0.90 mile.
Missouri, Kansas & Texas Ry. Co. owns one-eleventh of the capital stock of the Missouri & Illinois Bridge & Belt R. R. Co., which on June 30, 1906, operated 2.80 miles.
Missouri, Kansas & Texas Ry. Co. owns one-fourteenth of the capital stock of the Terminal R. R. Assn. of St. Louis, which with its subsidiaries operated on June 30, 1906, 44.95 miles.
Missouri, Kansas & Texas Ry. Co. owns one-eleventh of the capital stock of the Union Depot Co. (Kansas City), which on June 30, 1906, operated 2.74 miles.

UNITED STATES STEEL CORPORATION SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Benwood & Wheeling Connecting Ry. Co.	10.20	National Tube Co.	Stock ownership	National Tube Co. owns all the capital stock of the Benwood & Wheeling Connecting Ry. Co.
Bessemer & Lake Erie R. R. Co.	210.50	Carnegie Steel Co.	do	Carnegie Steel Co. owns all the capital stock of the Bessemer & Lake Erie R. R. Co.
Chicago, Lake Shore & Eastern Ry. Co.	499.11	Illinois Steel Co.	do	Illinois Steel Co. owns all the capital stock of the Chicago, Lake Shore & Eastern Ry. Co.
Donora Southern R. R. Co.	3.50	Union Steel Co.	do	Union Steel Co. owns all the capital stock of the Donora Southern R. R. Co.
Duluth & Iron Range R. R. Co.	212.49	Minnesota Iron Co.	do	Minnesota Iron Co. owns practically all the capital stock of the Duluth & Iron Range R. R. Co.
Duluth, Missabee & Northern Ry. Co.	187.71	Lake Superior Consolidated Iron Mines.	do	Lake Superior Consolidated Iron Mines owns all the capital stock of the Duluth, Missabee & Northern Ry. Co.
Elgin, Joliet & Eastern Ry. Co.	235.18	Federal Steel Co.	do	Federal Steel Co. owns all the capital stock of the Elgin, Joliet & Eastern Ry. Co.
Elwood, Anderson & Lapel R. R. Co.	1.11	American Sheet & Tin Plate Co.	do	American Sheet & Tin Plate Co. owns practically all the capital stock of the Elwood, Anderson & Lapel R. R. Co.
Etna & Montrose R. R. Co.	2.00	Carnegie Steel Co.	do	Carnegie Steel Co. owns all the capital stock of the Etna & Montrose R. R. Co.

UNITED STATES STEEL CORPORATION SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Johnstown & Stony Creek R. R. Co	2.44	Federal Steel Co	Stock ownership	Federal Steel Co. owns all the capital stock of the Johnstown & Stony Creek R. R. Co.
Lake Terminal R. R. Co	5.81	do	do	Federal Steel Co. owns practically all the capital stock of the Lake Terminal R. R. Co.
McKeesport Connecting R. R. Co	.58	National Tube Co	do	National Tube Co. owns practically all the capital stock of the McKeesport Connecting R. R. Co.
McKeesport Terminal R. R. Co	.56	American Sheet & Tin Plate Co.	do	American Sheet & Tin Plate Co. owns practically all the capital stock of the McKeesport Terminal R. R. Co.
Mercer Valley R. R. Co	3.00	Union Steel Co	do	Union Steel Co. owns practically all the capital stock of the Mercer Valley R. R. Co.
Mount Pleasant & Latrobe R. R. Co	1.06	H. C. Frick Coke Co	do	H. C. Frick Coke Co. owns all the capital stock of the Mt. Pleasant & Latrobe R. R. Co.
Newburg & South Shore Ry. Co	9.53	American Steel & Wire Co.	do	American Steel & Wire Co. owns all the capital stock of the Newburg & South Shore Ry. Co.
Northern Liberties Ry. Co	1.50	do	do	American Steel & Wire Co. owns all the capital stock of the Northern Liberties Ry. Co.
Pittsburgh & Ohio Valley Ry. Co	13.09	do	do	American Steel & Wire Co. owns all the capital stock of the Pittsburgh & Ohio Valley Ry. Co.
St. Clair Terminal R. R. Co	6.70	Clairton Steel Co	do	Clairton Steel Co. owns all the capital stock of the St. Clair Terminal R. R. Co.
Union R. R. Co. of Pennsylvania	31.02	Carnegie Steel Co	do	Carnegie Steel Co. owns all the capital stock of the Union R. R. Co. of Pennsylvania.
Waukegan & Mississippi Valley Ry. Co	3.75	American Steel & Wire Co.	do	American Steel & Wire Co. owns all the capital stock of the Waukegan & Mississippi Valley Ry. Co.
Western Allegheny R. R. Co	21.26	Bessemer & Lake Erie R. R. Co.	Lease	Bessemer & Lake Erie R. R. Co. leases the Western Allegheny R. R. Co.
Total operated mileage of United States Steel Corporation Railway System.	1,462.10			

COLORADO & SOUTHERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Colorado & Southern Ry. Co.	1,134.30			
Colorado Midland Ry. Co.	336.08	Colorado & Southern Ry. Co.	Stock ownership	Colorado & Southern Ry. Co. and the Denver & Rio Grande R. R. Co. own all the capital stock of the Colorado Midland Ry. Co., one-half each.
Colorado Springs & Cripple Creek District Ry. Co.	75.06	do	do	Colorado & Southern Ry. Co. owns practically all the capital stock of the Colorado Springs & Cripple Creek District Ry. Co.
Fort Worth & Denver City Ry. Co.	454.14	do	do	Colorado & Southern Ry. Co. owns a majority of the capital stock of the Fort Worth & Denver City Ry. Co.
Trinity & Brazos Valley Ry. Co.	79.78	do	do	Colorado & Southern Ry. Co. owns all the capital stock of the Trinity & Brazos Valley Ry. Co.
Total operated mileage of Colorado & Southern System.	2,079.36			

PRINCIPAL MINORITY HOLDINGS.

Colorado & Southern Ry. Co. owns one-fifth of the capital stock of the Pueblo Union Depot & R. R. Co., which on June 30, 1906, operated 2.50 miles.
Colorado & Southern Ry. Co. owns one-fifth of the capital stock of the Union Depot & Ry. Co. of Denver, which on June 30, 1906, operated 0.30 mile.

MINNEAPOLIS & ST. LOUIS SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Minneapolis & St. Louis R. R. Co.	799.27			The Minneapolis & St. Louis R. R. Co. and the Iowa Central Ry. Co. are controlled in the same interest.
Iowa Central Ry. Co.	558.43			
Albia & Centerville Ry. Co.	24.44	Iowa Central Ry. Co.	Operating agreement.	The Iowa Central Ry. Co. operates over the line of the Albia & Centerville Ry. Co. on a mileage basis.
Total operated mileage of Minneapolis & St. Louis System.	1,382.14			

SEABOARD SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Seaboard Air Line Railway	2,610.97	Seaboard Co.	Stock ownership	Seaboard Company owns a considerable majority of the capital stock of the Seaboard Air Line Railway.
Atlanta & Birmingham Air Line Ry. Co.	228.29	Seaboard Air Line Ry.	do	Seaboard Air Line Ry. owns all the capital stock of the Atlanta & Birmingham Air Line Ry. Co.
Florida West Shore Ry. Co	69.04	do	do	Seaboard Air Line Ry. owns all the capital stock of the Florida West Shore Ry. Co.
Plant City, Arcade & Gulf Ry. Co.	12.66	do	do	Seaboard Air Line Ry. owns all the capital stock of the Plant City, Arcade & Gulf Ry. Co.
Total operated mileage of Seaboard Company System.	2,920.96			

The Seaboard Air Line Ry., together with the Atlantic Coast Line Co., the Chesapeake & Ohio, the Norfolk & Western, and the Southern Railway owns a majority of the capital stock of the Old Dominion Steamship Co., which operates a line of steamers from New York to Norfolk and Richmond, Va., and auxiliary lines.

PRINCIPAL MINORITY HOLDINGS.

Seaboard Air Line Ry. owns $83,350 out of a total of $500,000 capital stock of the Columbia, Newberry & Laurens R. R. Co., which on June 30, 1906, operated 75.00 miles.
Seaboard Air Line Ry. owns one-fourth of the capital stock of the Jacksonville Terminal Co., which on June 30, 1906, operated 16.13 miles.
Seaboard Air Line Ry. owns one-seventh of the capital stock of the Norfolk & Portsmouth Belt Line R. R. Co., which on June 30, 1906, operated 9 miles.
Seaboard Air Line Ry. owns one-sixth of the capital stock of the Richmond -Washington Co., whose controlled lines on June 30, 1906, operated 119.03 mi
Seaboard Air Line Ry. owns one-third of the capital stock of the Savannah Union Station Co., which on June 30, 1906, operated 12 miles.
Seaboard Air Line Ry. owns 40 per cent of the capital stock of the Union Springs & Northern Ry. Co., which on June 30, 1906, operated 7.50 miles.

GRAND TRUNK SYSTEM IN THE UNITED STATES.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Atlantic & St. Lawrence R. R. Co	166.72	Grand Trunk Ry. Co. of Canada.	Lease	Leased Aug. 5, 1853, for 999 years. Annual rental, 6 per cent on stock and bonds.
Central Vermont Ry. Co	410.90	do	Stock ownership	Grand Trunk Ry. Co. of Canada owns a majority of the capital stock of the Central Vermont Ry. Co.
Champlain & St. Lawrence R. R. Co	1.21	do	do	Grand Trunk Ry. Co. of Canada owns all the capital stock of the Champlain & St. Lawrence R. R. Co.
Chicago, Detroit & Canada Grand Trunk Junction R. R. Co.	60.00	do	Lease	Leased Apr. 1, 1863, for 999 years. Annual rental 6 per cent on $1,095,000 bonds and 4 per cent on $1,095,000 stock. The Grand Trunk Ry. Co. of Canada owns $522,100 out of a total outstanding $1,095,000 capital stock of the Chicago, Detroit & Canada Grand Trunk Junction R. R. Co.
Cincinnati, Saginaw & Mackinaw R. R. Co.	52.97	do	do	Leased from Jan. 1, 1901, for 99 years. Annual rental, $43,225.
Detroit, Grand Haven & Milwaukee Ry. Co.	189.00	do	Stock ownership	Grand Trunk Ry. Co. of Canada owns all the capital stock of the Detroit Grand Haven & Milwaukee Ry. Co.
Grand Trunk Western Ry. Co	335.75	do	do	Grand Trunk Ry. Co. of Canada owns entire stock of Grand Trunk Western Ry.
Detroit & Toledo Shore Line R. R. Co.	78.90	Grand Trunk Western Ry. Co.	do	Grand Trunk Western Ry. Co. and the Toledo, St. Louis & Western Ry. Co. own all the capital stock of the Detroit & Toledo Shore Line R. R. Co., one-half each.
Lewiston & Auburn Ry. Co	335.75	Grand Trunk Ry. Co. of Canada.	Lease	Leased Mar. 25, 1874, for 99 years. Annual rental, $18,000.
Michigan Air Line Ry. Co	105.60	do	Lease and stock ownership.	Leased at $75,000 per annum. Grand Trunk Ry. Co. of Canada owns all the capital stock of the Michigan Air Line Ry. Co.
St. Clair Tunnel Co	2.25	do	Stock ownership	Grand Trunk Ry. Co. of Canada owns all the capital stock of the St. Clair Tunnel Co.
Toledo, Saginaw & Muskegon Ry. Co	116.41	do	do	Grand Trunk Ry. Co. of Canada owns all the capital stock of the Toledo, Saginaw & Muskegon Ry. Co.
United States & Canada R. R. Co	22.18	do	Lease and stock ownership.	Leased from Jan. 1, 1889, for 21 years. Annual rental, interest, taxes, and assessments. Grand Trunk Ry. Co. of Canada owns all the capital stock of the United States & Canada R. R. Co.
Vermont & Province Line R. R. Co	3.50	do	Stock ownership	Grand Trunk Ry. Co. of Canada owns practically all the capital stock of the Vermont & Province Line R. R. Co.
Total operated mileage of Grand Trunk System in the United States.	1,550.80			

PRINCIPAL MINORITY HOLDINGS.

Grand Trunk Junction Ry. Co., the entire stock of which is owned by the Grand Trunk Ry. Co. of Canada, owns one-fifth of the capital stock of the Belt Ry. Co. of Chicago, which on June 30, 1906, operated 47.31 miles.

Grand Trunk Junction Ry. Co. owns one-fifth of the capital stock of the Chicago & Western Indiana R. R. Co., which on June 30, 1906, operated 27.27 miles.

CANADIAN PACIFIC SYSTEM IN UNITED STATES.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Canadian Pacific Ry. Co.	232.80			Line in Maine.
Duluth, South Shore & Atlantic Ry. Co.	592.69	Canadian Pacific Ry. Co.	Stock ownership	Canadian Pacific Ry. Co. owns a majority of the capital stock of the Duluth, South Shore & Atlantic Ry. Co.
Mineral Range R. R. Co.	143.72	Duluth, South Shore & Atlantic Ry. Co.	do	Duluth, South Shore & Atlantic Ry. Co. owns a majority of the capital stock of the Mineral Range R. R. Co.
Sainte Marie Union Depot Co	.56	do	do	Duluth, South Shore & Atlantic Ry. Co. and the Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. own all the capital stock of the Sainte Marie Union Depot Co., one-half each.
Minneapolis, St. Paul and Sault Ste. Marie Ry. Co.	2,153.25	Canadian Pacific Ry. Co.	do	Canadian Pacific Ry. Co. owns a majority of the capital stock of the Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.
Montreal & Atlantic Ry. Co.	[a] 184.40	do	do	Canadian Pacific Ry. Co. owns a majority of the capital stock of the Montreal & Atlantic Ry. Co.
Sault Ste. Marie Bridge Co.	[b] 1.22	do	do	Canadian Pacific Ry. Co. and Duluth, South Shore & Atlantic Ry. Co. own the Sault Sainte Marie Bridge Co. through the New Jersey Bridge Construction Co.
Total operated mileage of Canadian Pacific System in United States.	3,125.38			

[a] Only 2 miles of subsidiary road in the United States.

[b] 0.86 mile outside United States.

PRINCIPAL MINORITY HOLDINGS.

Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. owns one-tenth of the capital stock of the Minnesota Transfer Ry. Co., which on June 30, 1906, operated 13.54 miles.
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. owns one-ninth of the capital stock of the St. Paul Union Depot Co., which on June 30, 1906, operated 9.06 miles.
Duluth, South Shore and Atlantic Ry. Co. owns one-sixth of the capital stock of the Lake Superior Terminal & Transfer Ry. Co., which on June 30, 1906, operated 17.51 miles.

CENTRAL OF GEORGIA SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Central of Georgia Ry. Co.	1,891.13			
Louisville & Wadley R. R. Co.	10.00	Central of Georgia Ry. Co.	Stock ownership	Central of Georgia Ry. Co. owns a majority of the capital stock of the Louisville & Wadley R. R. Co.
Stillmore Air Line Ry. Co.	54.00	do	do	Central of Georgia Ry. Co. owns all the capital stock of the Stillmore Air Line Ry. Co.

Sylvania Central Ry. Co	15.00	do	do	Central of Georgia Ry. Co. owns all the capital stock of the Sylvania Central Ry. Co.
Wadley & Mt. Vernon R. R. Co	37.00	do	do	Central of Georgia Ry. Co. owns all the capital stock of the Wadley & Mount Vernon R. R. Co.
Western Ry. Co. of Alabama	133.09	do	do	Central of Georgia Ry. Co. owns one-half the capital stock of Western Ry. Co. of Alabama, the remainder being owned by Georgia R. R. & Banking Co.
Wrightsville & Tennille R. R. Co	76.75	do	do	Central of Georgia Ry. Co. owns a majority of the capital stock of the Wrightsville & Tennille R. R. Co.
Total operated mileage of Central of Georgia System.	2,216.97			

Central of Georgia Ry. Co. owns all the capital stock of the Ocean Steamship Co. of Savannah, which operates steamers between Boston, New York, and Savannah.

PRINCIPAL MINORITY HOLDINGS.

Central of Georgia Ry. Co. owns $188,500 out of a total outstanding of $1,232,000 capital stock of the Atlanta & West Point R. R. Co., which on June 30, 1906, operated 91.91 miles.
Central of Georgia Ry. Co. owns one-third of the capital stock of the Atlanta Terminal Co., which on June 30, 1906, operated 3.30 miles.
Central of Georgia Ry. Co. owns one-fourth of the capital stock of the Augusta & Summerville R. R. Co., which on June 30, 1906, operated 4.32 miles.

CHICAGO GREAT WESTERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1906.	Controlled by—	Nature of control.	Remarks.
Chicago Great Western Ry. Co	818.36			
Mason City & Fort Dodge R. R. Co	386.25	Chicago Great Western Ry. Co.	Stock ownership	Chicago Great Western Ry. Co. owns all the capital stock of the Mason City & Fort Dodge R. R. Co.
Wisconsin, Minnesota & Pacific R. R. Co.	271.00	do	do	Chicago Great Western Ry. Co. owns all the capital stock of the Wisconsin, Minnesota & Pacific R. R. Co.
Total operated mileage of Chicago Great Western System	1,476.61			

PRINCIPAL MINORITY HOLDINGS.

Chicago Great Western Ry. Co. owns one twenty-fifth of the capital stock of the Chicago Union Transfer Ry. Co., which on June 30, 1906, operated 7 miles.
Chicago Great Western Ry. Co. owns one-tenth of the capital stock of the Minnesota Transfer Ry. Co., which on June 30, 1906, operated 13.54 miles.
Chicago Great Western Ry. Co. owns one-ninth of the capital stock of the St. Paul Union Depot Co., which on June 30, 1906, operated 9.06 miles.

EXHIBIT B.

[From Special Report Series, Circulars 1 and 2, on Intercorporate Relationships.]

SHOWING HOLDINGS OF RAILWAY COMPANIES IN EXPRESS COMPANIES, HOLDINGS OF EXPRESS COMPANIES IN RAILWAY COMPANIES, AND THE HOLDINGS OF EXPRESS COMPANIES IN EXPRESS COMPANIES.

TABLE I.—*Holdings of railway companies in the stock of express companies, June 30, 1906.*

Name of railway corporation.	Name of express company.	Amount of stock held.
Chicago, Burlington & Quincy R. R. Co	Union Express Co	$1,000
Denver & Rio Grande R. R. Co	Globe Express Co	2,000,000
Duluth, South Shore & Atlantic Ry. Co	Western Express Co	25,000
El Paso & South Western R. R. Co	Southwestern & International Express Co.	200,000
Grand Trunk Ry. Co. of Canada	Canadian Express Co	1,465,000
Louisville & Southern Indiana Traction Co. (electric).	Interurban Express Co	1,000
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co	Western Express Co	25,000
Missouri Pacific Ry. Co	Pacific Express Co	2,400,000
New York Central & Hudson River R. R. Co	American Express Co	3,000,000
New York, New Haven & Hartford R. R. Co	Trolley Express Co	10,000
Northern Pacific Ry. Co	Northern Pacific Express Co	343,000
Northern Pacific Ry. Co	Northern Express Co	5,000,000
Rio Grande Western Ry. Co	Globe Express Co	1,000,000
Schenectady Ry. Co. (electric)	Electric Express Co	12,000
Southern Indiana Ry. Co	Southern Indiana Express Co	50,000
Southern Pacific Co	Wells Fargo & Co. Express	1,530,000
Union Pacific R. R. Co	Pacific Express Co	2,400,000
Wabash R. R. Co	do	1,200,000
West Jersey & Seashore R. R. Co	West Jersey Express Co	6,000
Total stock held by railways in express companies.		20,668,000

TABLE II.—*Holdings by express companies in the stock and funded debt of railway companies, June 30, 1906.*

Name of express company.	Name of railway company.	Amount of stock held.
Adams Express Company	Atchison, Topeka & Santa Fe Ry. Co	$400,000
	Boston & Providence R. R Co	2,100
	Boston & Albany R. R. Co	60,000
	Baltimore & Ohio R. R. Co	290,300
	Chicago, Milwaukee & St. Paul Ry. Co	425,000
	Chicago & Northwestern Ry. Co	317,400
	Chicago, Peoria & St. Louis Ry. Co	247,750
	Delaware & Hudson Co	100,000
	Erie R. R. Co	260,000
	Iowa Central Ry. Co	191,000
	Litchfield & Madison Ry. Co	50,000
	Minneapolis & St. Louis R. R. Co	100,000
	New York, New Haven & Hartford R. R. Co	973,000
	Northern Central Ry. Co	317,700
	Norfolk & Western Ry. Co	3,610,000
	Pennsylvania R. R. Co	6,171,400
	Southern Ry. Co	100,000
	Union Pacific R. R. Co	250,000
Total stock held		13,865,650
American Express Co	Boston & Maine R. R	3,207,800
	Chicago & Northwestern Ry. Co	1,560,000
	Chicago, St. Paul, Minneapolis & Omaha R. R	100,000
	Central Vermont R. R. Co	25,000
	Merchants Despatch Trans. Co	1,206,000
	New York Central & Hudson River R. R. Co	904,000
	Union Pacific R. R. Co	1,000,000
Total stock held		8,002,800
Northern Pacific Express Co	Northern Pacific Ry. Co	100,000
Southern Express Co	Cuba Co	25,000
	Cuba R. R. Co	30,000
Total stock held		55,000

TABLE II.—*Holdings by express companies in the stock and funded debt of railway companies, June 30, 1906*—Continued.

Name of express company.	Name of railway company.	Amount of stock held.
United States Express Co	Beech Creek Ry. Co	$20,000
	Chicago, Milwaukee & St. Paul Ry. Co	33,000
	Chicago, Rock Island & Pacific R. R. Co	29,300
	Hocking Valley Ry. Co	14,000
	Kalamazoo, Allegan & Grand Rapids R. R	10,000
	New York Central & Hudson River R. R. Co	22,600
	New York & Harlem R. R. Co	25,000
	Pennsylvania R. R. Co	41,600
Total stock held		195,500

RECAPITULATION.

Name of express company.	Railroad stock held.	Railroad bonds held.
Adams Express Co	$13,865,650	$902,000
American Express Co	8,002,800	6,730,000
Globe Express Co		22,000
Northern Pacific Express Co	100,000	
Southern Express Co	55,000	215,000
United States Express Co	195,500	3,454,000
Wells, Fargo & Co. Express		1,001,000
Grand total	22,218,950	12,324,000
Total railway stock held by express companies		22,218,950
Total railway bonds held by express companies		12,324,000
Total railway securities held by express companies		34,542,950

TABLE III.—*Holdings of express companies in the stock of express companies, June 30, 1906.*

Name of holding corporation.	Name of corporation whose stock is held.	Amount of stock held.
Adams Express Co	Adams Express Co	$1,430,300
	American Express Co	100,000
	Dodd & Childs Express Co	9,500
	Dunlaps Express Co	50,000
	Earle & Prew's Express [a]	
	Morris European and American Express Co	50,000
	New England Express	125
	New York and Boston Des. Express Co	100,000
	Southern Express Co	650,000
	United States Express Co	900,000
Total stock held		3,295,925
American Express Co	American Express Co	340,000
	Intercolonial Express Co	33,300
	Jackson & Co.'s Portsmouth Express	12,500
	National Express Co	484,600
	New England Despatch Co	25,000
	Peoples Express [b]	
	United States Express Co	1,000,000
	Vickers Express Co. Ltd. [c]	37,500
	Westcott Express Co	613,500
Total stock held		2,546,400
International Express Co	Cuban & Pan American Express Co	345,000
Northern Pacific Express Co	Northern Express Co	5,000,000
Southern Express Co	Adams Express Co	111,800
	American Express Co	118,500
	United States Express Co	70,000
Total stock held		300,300

[a] Merged with Adams Express Co.
[b] Merged with American Express Co.
[c] Canadian corporation, inactive.

TABLE III.—*Holdings of express companies in the stock of express companies, June 30, 1906*—Continued.

Name of holding corporation.	Name of corporation whose stock is held.	Amount of stock held.
United States Express Co	Borough Express [a]	$5,000
	Wells, Fargo & Co. Express	51,200
Total stock held		56,200
Wells, Fargo & Co. Express	Knickerbocker Express Co	74,300

RECAPITULATION.

Name of holding company.	Amount held.
Adams Express Co	$3,295,925
American Express Co	2,546,400
International Express Co	345,000
Northern Pacific Express Co	5,000,000
Southern Express Co	300,300
United States Express Co	56,200
Wells, Fargo & Co. Express	74,300
Total	11,618,125

[a] Is a wagon express doing business in New York City.

EXHIBIT C.

TEXT OF APPENDIX VI OF DIGEST OF HEARINGS BEFORE SENATE COMMITTEE ON INTERSTATE COMMERCE, DATED DECEMBER 15, 1905.

REGULATION OF RAILWAY RATES.

DIGEST OF THE HEARINGS
BEFORE THE COMMITTEE ON INTERSTATE COMMERCE,
SENATE OF THE UNITED STATES,
HELD FROM DECEMBER 16, 1904, TO MAY 23, 1905,
INCLUSIVE,

TOGETHER WITH CERTAIN DATA
IN RESPONSE TO A LETTER OF INSTRUCTIONS OF
THE CHAIRMAN OF THE COMMITTEE,
DATED JULY 3, 1905.

COMPILED BY ORDER OF THE COMMITTEE
BY
HENRY C. ADAMS,
STATISTICIAN TO THE UNITED STATES INTERSTATE COMMERCE COMMISSION,
AND
H. T. NEWCOMB.

APPENDIX VI.

DECEMBER 15, 1905.

PREPARED BY WILLIAM J. MEYERS.
UNDER THE DIRECTION OF
MESSRS. ADAMS AND NEWCOMB.

APPENDIX VI.

CONCENTRATION OF RAILWAY CONTROL IN THE UNITED STATES.

[Prepared by Mr. Wm. J. Meyers, under the direction of Messrs. Adams and Newcomb.]

A number of witnesses who appeared before the Senate Committee on Interstate Commerce made reference, either directly or by inference in their argument, to the concentration of control in the operation of railway property.

The extent to which this tendency has progressed, the means by which such concentration has been accomplished, as well as the political, social, and industrial results likely to follow, were regarded by all who touched this phase of the railway problem as of importance. This being the case, it was believed that the committee would be assisted in its deliberations by definite information concerning concentration of railway control. It is the purpose of this appendix to supply such information as was obtainable.

The information here presented is based primarily upon the official reports of the railway companies to the Interstate Commerce Commission. Owing, however, to the fact that many of the reports for the year ending June 30, 1905, had not been received at the time this work was done, and owing, further, to the fact that in some cases the reports filed did not fully disclose the information sought, use was also made of certain standard financial publications.

The results of this investigation are presented in the form of tables, which, being for the most part self-explanatory, are submitted without extended comment.

Table I shows for each of the principal railway systems operating in the United States (the word "system" being used in a technical sense, as explained below) the number of miles of operated line on June 30, 1904, the number of miles of second, third, and fourth track operated on the same date, the gross earnings for the year ending on that date, and the number of ton-miles of freight carried during the same year, together with percentage figures showing the relations of these various items to the totals for the United States. This table shows also commercial values of certain groups of railways. It was not possible to obtain for publication the values of the systems or of the individual railways of which the systems are composed, inasmuch as part of the data upon which this value rests were furnished by the railways as a matter of courtesy. The manner in which the values here given were arrived at is fully described in Census Bulletin No. 21, which gives the commercial valuation of railways in the United States as of June 30, 1904.

TABLE 1.—*Showing mileage, earnings, and freight traffic of the principal railway systems in the United States.*

	Systems and groups.a	Miles operated on June 30, 1904.		Miles of second track, third track, and fourth track on June 30, 1904.		Gross earnings for year ended June 30, 1904.		Ton miles of freight carried during year ended June 30, 1904.		Commercial value of operating property June 30, 1904.	
		Number.	Per cent.	Number.	Per cent.	Amount.	Per cent.	Number.	Per cent.	Amount.	Per cent.
	Total for United States	212,243.20	100.00	18,337.68	100.00	$1,975,174,091	100.00	174,522,089,577	100.00	$11,244,852,000	100.00
1	Pennsylvania System	11,097.86	5.23	3,683.65	20.08	234,946,896	11.90	25,056,190,523	14.35	.....	.....
2	Baltimore and Ohio System	4,537.33	2.14	1,166.92	6.36	71,402,382	3.61	8,990,088,410	5.15	.....	.....
3	Norfolk and Western System	1,769.13	.83	149.79	.82	22,928,511	1.16	3,830,794,285	2.20	.....	.....
	Pennsylvania group, Nos. 1, 2, and 3	17,404.32	8.20	5,000.36	27.26	329,277,789	16.67	37,877,073,218	21.70	1,780,138,000	15.83
4	New York Central System	9,378.95	4.42	3,144.19	17.14	163,854,127	8.29	17,431,233,176	9.99	.....	.....
5	Chicago and Northwestern System	9,088.24	4.28	890.82	4.86	64,893,034	3.29	4,911,799,266	2.82	.....	.....
6	Cleveland, Cincinnati, Chicago and St. Louis System	2,582.65	1.22	142.50	.78	25,129,987	1.27	2,337,750,204	1.34	.....	.....
	Vanderbilt group, Nos. 4, 5, and 6	21,049.84	9.92	4,177.51	22.78	253,877,148	12.85	24,680,782,646	14.15	1,400,133,000	12.45
7	Reading System	2,169.59	1.02	809.70	4.41	58,510,171	2.96	5,236,321,173	3.00	.....	.....
8	Chesapeake and Ohio System	1,670.90	.79	178.30	.97	19,448,501	.98	3,166,958,166	1.81	.....	.....
9	Monongahela System	12.72	.02	1.10	.01	391,861	.02	56,002,663	.03	.....	.....
10	Central Indiana System	127.04	.06	.....	.....	128,947	.01	8,890,513	.01	.....	.....
	Vanderbilt-Pennsylvania joint group, Nos. 7 to 10, inclusive	4,010.25	1.89	989.10	5.39	78,479,480	3.97	8,468,172,515	4.85	507,207,000	4.51
11	Erie System	5,745.66	2.71	810.60	4.42	67,555,625	3.42	7,170,940,082	4.11	.....	.....
12	Southern System	9,317.32	4.39	58.54	.32	58,188,110	2.95	4,567,137,112	2.62	.....	.....
13	Delaware, Lackawanna and Western System	996.46	.47	511.67	2.79	29,897,525	1.51	2,892,576,968	1.66	.....	.....
14	Lehigh Valley System	1,385.27	.65	602.73	3.29	29,881,738	1.51	3,896,502,788	2.23	.....	.....
15	Delaware and Hudson System	820.89	.39	271.99	1.18	14,515,366	.74	1,674,458,316	.96	.....	.....
16	Hocking Valley System	1,062.96	.50	47.50	.26	11,442,467	.58	1,806,620,925	1.04	.....	.....
17	Cincinnati, New Orleans and Texas Pacific System	337.73	.16	.....	.....	6,819,873	.34	688,461,807	.39	.....	.....
18	Richmond-Washington System	126.21	.06	48.46	.26	2,305,307	.12	136,451,862	.08	.....	.....
19	Great Northern-Northern Pacific System	20,648.06	9.73	710.88	3.88	153,692,358	7.78	12,558,054,487	7.20	.....	.....
20	Toledo, Peoria and Western System	247.70	.11	.....	.....	1,308,716	.07	60,044,096	.03	.....	.....
21	Union Pacific System	6,200.05	2.92	104.27	.57	56,785,555	2.88	4,116,413,854	2.36	.....	.....
22	Southern Pacific System	9,078.58	4.28	166.03	.90	86,904,265	4.40	6,491,569,389	3.72	.....	.....
	Harriman group, Nos. 21 and 22	15,278.63	7.20	270.30	1.47	143,689,820	7.28	10,607,983,243	6.08	886,142,000	7.88

23	Rock Island System	13,686.62	6.45	474.85	2.59	85,554,422	4.33	6,904,411,644	3.96		
24	Chicago and Alton System	970.53	.46	107.52	2.06	11,472,299	.58	1,100,849,185	.63		
25	Missouri Pacific System	7,814.07	3.68	45.96	.25	49,172,046	2.49	4,061,845,949	2.33		
26	Wabash System	3,062.33	1.44	3.92	.02	27,753,954	1.40	2,829,168,702	1.62		
27	Denver and Rio Grande System	2,716.69	1.28	61.60	.34	16,835,503	.85	862,060,140	.49		
28	Texas and Pacific System	1,856.28	.88			11,658,516	.59	751,645,375	.43		
29	St. Louis Southwestern System	1,379.92	.65			8,043,989	.41	509,407,807	.29		
30	Western Maryland System	471.29	.22	24.16	.13	5,536,177	.28	307,933,135	.18		
	Gould group, Nos. 25 to 30, inclusive	17,300.58	8.15	135.64	.74	119,000,185	6.02	9,322,061,108	5.34	601,822,000	5.35
31	Atlantic Coast Line System	10,449.36	4.92	109.27	.60	73,396,216	3.72	5,719,867,809	3.28		
32	Chicago, Indianapolis and Louisville System	591.51	.28			5,415,303	.27	453,014,189	.26		
33	Birmingham Southern System	26.24	.01			398,767	.02	Not reported.			
34	Atchison System	9,290.71	4.38	136.95	.75	71,310,592	3.61	4,750,696,636	2.72		
35	Kansas Southwestern System	59.70	.03			91,415		2,446,884			
36	Leavenworth and Topeka System	56.12	.03			47,641		519,556			
37	New York, New Haven and Hartford System	2,872.04	1.36	985.39	5.37	56,082,534	2.84	2,343,867,264	1.34		
38	Illinois Central System	5,549.18	2.61	683.16	3.73	54,699,471	2.77	5,820,671,274	3.34		
39	Chicago, Milwaukee and St. Paul System	7,231.51	3.41	456.81	2.49	48,656,802	2.46	3,939,879,799	2.26		
40	Boston and Maine System	3,439.11	1.62	597.48	3.26	43,029,037	2.18	2,160,606,647	1.24		
41	Missouri, Kansas and Texas System	3,092.57	1.46			18,144,773	.92	1,235,782,794	.71		
42	United States Steel Corporation System	1,299.20	.61	161.26	.87	17,300,795	.88	1,754,010,587	1.01		

[a] The principal corporations of the systems shown in the foregoing table, with the exception of the Texas and Pacific Rwy. Co., whichoperates under a Federal charter, derive their charters from the several States. The Pennsylvania R. R. Co. was incorporated in Pennsylvania; the Baltimore and Ohio R. R. Co., in Maryland; the Norfolk and Western Rwy. Co., in Virginia; the New York Central and Hudson River R. R. Co., in New York; the Chicago and Northwestern Rwy. Co., in Illinois and Wisconsin; the Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., in Ohio, Indiana, and Illinois; the Philadelphia and Reading Rwy. Co., in Pennsylvania; the Chesapeake and Ohio Rwy. Co., in Virginia and West Virginia; the Monongahela R. R. Co., in Pennsylvania; the Central Indiana Rwy. Co., in Indiana; the Erie R. R. Co., in New York; the Southern Rwy. Co., in Virginia; the Delaware, Lackawanna and Western R. R. Co., in Pennsylvania; the Lehigh Valley R. R. Co., in Pennsylvania; the Delaware and Hudson Co., in New York; the Hocking Valley Rwy. Co., in Ohio; the Cincinnati, New Orleans and Texas Pacific Rwy. Co., in Ohio; the Richmond, Fredericksburg and Potomac R. R. Co, in Virginia; the Great Northern Rwy. Co., in Minnesota; the Northern Pacific Rwy. Co., in Wisconsin; the Toledo, Peoria and Western Rwy. Co., in Illinois; the Union Pacific R. R. Co., in Utah; the Southern Pacific Co., in Kentucky; the Chicago, Rock Island and Pacific Rwy Co., in Illinois and Iowa; the Chicago and Alton Rwy. Co., in Illinois; the Missouri Pacific Rwy. Co., in Missouri, Kansas, and Nebraska; the Wabash R. R. Co., in Michigan, Ohio, Indiana, Illinois, and Missouri; the Denver and Rio Grande R. R. Co., in Colorado; the Texas and Pacific Rwy. Co., in the United States; the St. Louis Southwestern Rwy. Co., in Missouri; the Western Maryland R. R. Co., in Maryland and Pennsylvania; the Atlantic Coast Line R. R. Co., in Virginia, North Carolina, South Carolina, Georgia, Florida, and Alabama; the Chicago, Indianapolis and Louisville Rwy. Co., in Indiana; the Birmingham Southern R. R. Co., in Alabama; the Atchison, Topeka and Santa Fe Rwy. Co., in Kansas; the Kansas Southwestern Rwy. Co., in Kansas; the Leavenworth and Topeka Rwy. Co., in Kansas; the New York, New Haven and Hartford R. R. Co., in Connecticut, Massachusetts, and Rhode Island; the Illinois Central R. R. Co., in Illinois; the Chicago, Milwaukee and St. Paul Rwy. Co., in Wisconsin; the Boston and Maine R. R., in Massachusetts, New Hampshire, and Maine; the Missouri, Kansas and Texas Rwy. Co., in Kansas; the Bessemer and Lake Erie R. R. Co., in Pennsylvania; the Colorado and Southern Rwy. Co., in Colorado; the Colorado Midland Rwy. Co., in Colorado; the Minneapolis and St. Louis R. R. Co., in Minnesota and Iowa; the Seaboard Air Line Rwy., in Virginia and North Carolina; the Grand Trunk Western Rwy. Co., in Michigan and Indiana; the Detroit and Toledo Shore Line R. R. Co., in Michigan; the Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co., in Michigan, Wisconsin, Minnesota, and Dakota; the Central of Georgia Rwy. Co., in Georgia; the Western Rwy. of Alabama, in Alabama, and the Chicago Great Western Rwy. Co., in Illinois.

TABLE I.—*Showing mileage, earnings, and freight traffic of the principal railway systems in the United States*—Continued.

	Systems and groups.	Miles operated on June 30, 1904.		Miles of second track, third track, and fourth track on June 30, 1904.		Gross earnings for year ended June 30, 1904.		Ton miles of freight carried during year ended June 30, 1904.		Commercial value of operating property June 30, 1904.	
		Number.	Per cent.	Number.	Per cent.	Amount.	Per cent.	Number.	Per cent.	Amount.	Per cent.
43	Colorado and Southern System	1,728.18	0.81	.....	.....	$8,948,108	0.45	540,131,493	0.31	.....	.....
44	Colorado Midland System	336 08	.16	.....	.....	1,802,042	.09	93,743,990	.05	.....	.....
45	Minneapolis and St. Louis System	1,224.71	.58	19.68	0.11	5,466,461	.28	446,125,815	.26	.....	.....
	Hawley group	3,288.97	1.55	19.68	.11	16,216,611	.82	1,080,001,298	.62	$72,367,000	0.64
46	Seaboard Air Line System	2,858.91	1.35	.....	.....	13,190,813	.67	788,494,318	.45	.....	.....
47	Grand Trunk System	1,460.33	.69	339.47	1.85	11,809,359	.60	1,132,617,045	.65	.....	.....
48	Detroit and Toledo Shore Line System	78.90	.04	19.35	.11	261,621	.01	29,586,009	.02	.....	.....
49	Canadian Pacific System	2,787.96	1.31	8.50	.05	11,554,147	.59	1,004,881,646	.58	.....	.....
50	Central of Georgia System	1,993.65	.94	2.73	.01	9,376,819	.47	563,908,256	.32	.....	.....
51	Western of Alabama System	133.09	.06	.....	.....	953,222	.05	45,415,393	.03	.....	.....
52	Chicago Great Western System	1,477.86	.70	49.01	.27	9,505,911	.48	880,574,997	.50	.....	.....
	Nos. 1 to 52, inclusive	188,425.95	88.80	17,786.71	96.99	1,858,400,077	94.08	168,119,424,403	96.36	10,594,210,000	94.19

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation.*

PENNSYLVANIA SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Pennsylvania R. R. Co	8,950.10				
Baltimore, Chesapeake and Atlantic Rwy. Co.	87.66	Pennsylvania R. R. Co. and subsidiaries.	Stock ownership	Pennsylvania R. R. Co. and its two subsidiary companies, Philadelphia, Baltimore and Washington R. R. Co. and Delaware R. R. Co., own a majority of the capital stock of Baltimore, Chesapeake and Atlantic Rwy. Co.	I. C. C.
Brookville Rwy. Co	14.00	Allegheny Valley Rwy. Co.	do	Pennsylvania R. R. Co. owns a majority of the capital stock of Allegheny Valley Rwy. Co., which owns all of that of Brookville Rwy. Co.	I. C. C.
Cornwall and Lebanon R. R. Co	26.44	Pennsylvania Steel Co.	do	Pennsylvania Steel Co. owns a majority of the capital stock of Cornwall and Lebanon R. R. Co., and is controlled by Pennsylvania R. R. Co.	Chronicle.
Cumberland Valley R. R. Co	163.15	Pennsylvania R. R. Co.	do	Pennsylvania R. R. Co. owns a majority of the capital stock of Cumberland Valley R. R. Co.	I. C. C.
Long Island R. R. Co	391.76	do	do	Pennsylvania R. R. Co. owns a majority of the capital stock of Long Island R. R. Co.	I. C. C.
New York, Philadelphia and Norfolk R. R. Co.	112.00	do	Operating agreement.	Pennsylvania R. R. Co. owns option to purchase New York, Philadelphia and Norfolk R. R. Co. and also has an operating contract with it.	I. C. C.
Northern Central Rwy. Co	462.09	do	Stock ownership	Pennsylvania R. R. Co. owns a majority of the capital stock of Northern Central Rwy. Co.	I. C. C.
Baltimore and Sparrows Point R. R. Co.	5.43	Pennsylvania Steel Co.	do	Pennsylvania R. R. Co. and its subsidiary corporations own a majority of the capital stock of Pennsylvania Steel Co., which owns all of that of Baltimore and Sparrows Point R. R. Co.; Northern Central Rwy. Co. operates the road.	Chronicle. I. C. C.
Union R. R. Co. of Baltimore	9.50	Northern Central Rwy. Co.	do	Northern Central Rwy. Co. owns majority of capital stock of Union R. R. Co. of Baltimore and Philadelphia, Baltimore and Washington R. R. Co. owns remainder.	I. C. C.
Pennsylvania Co	1,525.62	Pennsylvania R. R. Co.	do	Pennsylvania R. R. Co. owns all of capital stock of Pennsylvania Co.	I. C. C.
Cincinnati, Lebanon and Northern Rwy. Co.	45.71	Pennsylvania Co	do	Pennsylvania Co. owns majority of capital stock of Cincinnati, Lebanon and Northern Rwy. Co.	I. C. C.
Cleveland, Akron and Columbus Rwy. Co.	205.88	do	do	Pennsylvania Co. owns majority of capital stock of Cleveland, Akron and Columbus Rwy. Co.	I. C. C.
Grand Rapids and Indiana Rwy. Co.	589.95	do	do	Pennsylvania Co. owns majority of capital stock of Grand Rapids and Indiana Rwy. Co.	I. C. C.
Louisville Bridge Co	2.80	do	do	Pennsylvania Co. owns majority of capital stock of Louisville Bridge Co.	I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

PENNSYLVANIA SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Pennsylvania R. R. Co.—Continued.					
Pennsylvania Co.—Continued.					
Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	1,417.96	Pennsylvania Co	Stock ownership	Pennsylvania Co. owns majority of capital stock of Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	I.
Cincinnati and Muskingum Valley R. R. Co.	148.45	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	do	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co. owns all of capital stock of Cincinnati and Muskingum Valley R. R. Co.	I. C. C.
Indianapolis Union Rwy. Co.	12.64	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co. and Vandalia R. R. Co.	do	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co. owns two-fifths and Vandalia R. R. Co. (as successor to Terre Haute and Indianapolis R. R. Co.) owns one-fifth of the capital stock of Indianapolis Union Rwy. Co.	I. C. C.
Pittsburg, Chartiers and Youghiogheny Rwy. Co.	22.04	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	do	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co. and the New York Central System (see statement of minority holdings of New York Central System) jointly own all of the capital stock of Pittsburg, Chartiers and Youghiogheny Rwy. Co.	I. C. C.
Vandalia R. R. Co		Pennsylvania Co	Stock ownership	Pennsylvania Co. owns majority of capital stock of Vandalia R. R. Co., which was incorporated Jan. 1, 1905, and is a consolidation of St. Louis, Vandalia and Terre Haute R. R. Co., Terre Haute and Logansport R. R. Co., Terre Haute and Indianapolis R. R. Co., Logansport and Toledo Rwy. Co., and Indianapolis and Vincennes R. R. Co. The mileages of such of these as were operating companies on June 30, 1904, are shown at the left.	Chronicle.
[Logansport and Toledo Rwy. Co.]	93.00				
[Terre Haute and Indianapolis R. R. Co.]	447.27				
[Terre Haute and Logansport Rwy. Co.]	182.26				
Waynesburg and Washington R. R. Co.	28.15	Chartiers Rwy. Co.	Stock ownership	Chartiers Rwy. Co. owns majority of stock of Waynesburg and Washington R. R. Co., and Pennsylvania Co. owns majority of that of Chartiers Rwy. Co.	I. C. C.
Wheeling Terminal Rwy. Co.	9.65	Pennsylvania Co	do	Pennsylvania Co. owns all of capital stock of Wheeling Terminal Rwy. Co.	I. C. C.
Philadelphia, Baltimore and Washington R. R. Co.	710.38	Pennsylvania R. R. Co.	do	Pennsylvania R. R. Co. owns majority of capital stock of Philadelphia, Baltimore and Washington R. R. Co.	I. C. C.
Delaware, Maryland and Virginia R. R. Co.	98.00	Philadelphia, Baltimore and Washington R. R. Co.	do	Philadelphia, Baltimore and Washington R. R. Co. owns majority of capital stock of Delaware, Maryland and Virginia R. R. Co.	Chronicle.
Roslyn Connecting R. R. Co.	3.73	do	do	Philadelphia, Baltimore and Washington R. R. Co. owns all of capital stock of Roslyn Connecting R. R. Co.	I. C. C.

West Jersey and Seashore R. R. Co..	332.24	Pennsylvania R. R. Co. and subsidiaries and allied interests.	.....do	Pennsylvania R. R. Co. and allied interests own a majority of capital stock of West Jersey and Seashore R. R. Co.	Moody.
Total operated mileage of Pennsylvania System.	11,097.86				

Principal minority holdings.	Authority.
The Pennsylvania System owns various minority interests in railway operating companies, the principal of which are below shown:	
Cleveland, Akron and Columbus Rwy. Co. owns one-fourth of the capital stock of Akron and Barberton Belt R. R. Co., which, on June 30, 1904, operated 22.71 miles.	I. C. C.
Pennsylvania R. R. Co. owns $30,293,300 common and $21,480,000 preferred Northern Central Rwy. Co. owns $781,500 common and $1,000,000 preferred Pennsylvania Co. owns $11,044,600 common and $5,000,000 preferred Philadelphia, Baltimore and Washington R. R. Co. owns $781,500 common and $1,000,000 preferred Making a total Pennsylvania System holding of $42,900,900 common and $28,480,000 preferred out of a total outstanding of $124,210,241.39 common and $58,904,180.50 preferred stock of Baltimore and Ohio R. R. Co., which, with its controlled companies, on June 30, 1904, operated 4,537.33 miles.	I. C. C.
Pennsylvania Co., jointly with Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., owns all of the capital stock of Central Indiana Rwy. Co., which, on June 30, 1904, operated 127.04 miles.	I. C. C.
Pennsylvania R. R. Co. owns $10,130,000... Northern Central Rwy. Co. owns $1,500,000 Pennsylvania Co. owns $4,000,000..... Making a total Pennsylvania System holding of $15,630,000 common stock out of a total outstanding of $62,790,400 common stock and $8,200 preferred stock of Chesapeake and Ohio Rwy. Co. This, together with the $12,500,000 owned by the New York Central System (which see), amounts to a virtual control of the Chesapeake and Ohio Rwy. Co., which, on June 30, 1904, operated 1,670.90 miles.	I. C. C.
Pennsylvania Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Rwy. Co., which, on June 30, 1904, operated 7.00 miles.....	I. C. C.
Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co. owns one-third of the capital stock of Dayton Union Rwy. Co., which, on June 30, 1904, operated 1.60 miles.	I. C. C.
Pennsylvania R. R. Co., jointly with Pittsburg and Lake Erie R. R. Co., owns all of the capital stock of Monongahela R. R. Co., which, on June 30, 1904, operated 42.72 miles.	I. C. C.
Pennsylvania R. R. Co. owns $20,330,000 common and $5,500,000 preferred Northern Central Rwy. Co. owns $1,000,000 common and $500,000 preferred Pennsylvania Co. owns $1,500,000 common and $5,000,000 preferred ..... Making a total Pennsylvania System holding of $22,830,000 common and $11,000,000 preferred stock out of a total outstanding of $64,469,200 common and $22,988,100 preferred stock of Norfolk and Western Rwy. Co., which, on June 30, 1904, operated 1,769.13 miles.	I. C. C.
Pennsylvania R. R. Co. owns one-sixth of the capital stock of Richmond-Washington Co., a security-holding corporation, whose controlled corporations on June 30, 1904, operated 126.21 miles.	I. C. C. Chronicle.
Pennsylvania R. R. Co. owns $9,500 out of a total issue of $70,000 stock of Stewartstown R. R. Co., which, on June 30, 1904, operated 7.20 miles.....	I. C. C.
Pennsylvania Co., jointly with Chicago, Burlington and Quincy Rwy. Co., owns the capital stock of Toledo, Peoria and Western Rwy. Co., which, on June 30, 1904, operated 247.70 miles.	I. C. C.
Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co., jointly with Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., owns the capital stock of Union Depot Co., Columbus, which, on June 30, 1904, operated 2.90 miles.	I. C. C.
Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co. owns one-third interest in a majority holding of the capital stock of Hocking Valley Rwy. Co., which, with its controlled lines, on June 30, 1904, operated 1,062.96 miles.	Chronicle.

TABLE II—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

BALTIMORE AND OHIO SYSTEM.

[See statement of minority holdings of Pennsylvania System.]

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Baltimore and Ohio R. R. Co.	3,986.61				
Cleveland, Lorain and Wheeling Rwy. Co.	195.07	Baltimore and Ohio R. R. Co.	Stock ownership	Baltimore and Ohio R. R. Co. owns majority of capital stock of Cleveland, Lorain and Wheeling Rwy. Co.	I. C. C.
Cleveland Terminal and Valley R. R. Co.	91.89	do	do	Baltimore and Ohio R. R. Co. owns majority of capital stock of Cleveland Terminal and Valley R. R. Co.	I. C. C.
Cumberland and Pennsylvania R. R. Co.	53.71	Consolidation Coal Co.	do	Baltimore and Ohio R. R. Co. owns majority of capital stock of Consolidation Coal Co., which owns and operates the Cumberland and Pennsylvania R. R.	Chronicle.
Ohio and Little Kanawha R. R. Co.	74.26	Baltimore and Ohio R. R. Co.	do	Baltimore and Ohio R. R. Co. owns majority of capital stock of Ohio and Little Kanawha R. R. Co.	I. C. C.
Ravenswood, Spencer and Glenville Rwy. Co.	32.40	do	do	Baltimore and Ohio R. R. Co. owns majority of capital stock of Ravenswood, Spencer and Glenville Rwy. Co.	I. C. C.
Sharpsville R. R. Co	17.75	do	do	Baltimore and Ohio R. R. Co. owns majority of capital stock of Sharpsville R. R. Co.	I. C. C.
Staten Island Rwy. Co	12.65	do	do	Baltimore and Ohio R. R. Co. owns majority of capital stock of Staten Island Rwy. Co.	I. C. C.
Staten Island Rapid Transit Rwy. Co.	10.87	do	do	Baltimore and Ohio R. R. Co. owns majority of capital stock of Staten Island Rapid Transit Rwy. Co.	I. C. C.
Valley R. R. Co. (of Virginia)	62.12	do	do	Baltimore and Ohio R. R. Co. owns majority of capital stock of Valley R. R. Co. (of Virginia).	I. C. C.
Total operated mileage of Baltimore and Ohio System.	4,537.33				

Principal minority holdings.	Authority.
The Baltimore and Ohio System owns various minority interests in railway operating companies, the principal of which are below shown:	
Baltimore and Ohio R. R. Co. owns one-fourth of the capital stock of Akron and Barberton Belt R. R. Co., which, on June 30, 1904, operated 22.71 miles.	I. C. C.
Baltimore and Ohio R. R. Co., jointly with Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., owns the Central Union Depot and Rwy. Co., of Cincinnati, which, on June 30, 1904, operated 1.44 miles.	I. C. C. Moody.
Baltimore and Ohio R. R. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Rwy. Co., which, on June 30, 1904, operated 7 miles.	I. C. C.
Baltimore and Ohio R. R. Co., jointly with Southern Rwy. Co. and Chicago, Indianapolis and Louisville Rwy. Co., owns the capital stock of Kentucky and Indiana Bridge and R. R. Co., which, on June 30, 1904, operated 6.16 miles.	I. C. C.
Baltimore and Ohio R. R. Co. owns $34,282,500 out of a total issue of $140,000,000 stock of Reading Co. This, together with the holding of New York Central System, amounts to a virtual control of Reading Co., whose controlled corporations on June 30, 1904, operated 2,169.59 miles.	Chronicle. I. C. C.
Baltimore and Ohio R. R. Co. owns one-sixth interest in Richmond-Washington Co., a security-holding corporation, whose controlled corporations on June 30, 1904, operated 126.21 miles.	I. C. C.
Baltimore and Ohio R. R. Co. owns one-sixth interest in a majority holding of the stock of Hocking Valley Rwy. Co., which, with its controlled lines, on June 30, 1904, operated 1,062.96 miles.	Chronicle.

NORFOLK AND WESTERN SYSTEM.

[See statement of minority holdings of Pennsylvania System.]

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Norfolk and Western Rwy. Co.	1,769.13				

Principal minority holdings.	Authority.
The Norfolk and Western Rwy. Co. owns minority interests in various railway operating companies, the principal of which are:	
A one-fourth interest in the capital stock of Marion and Rye Valley R. R. Co., which on June 30, 1904, operated 18.10 miles	I. C. C.
And a one-eighth interest in the capital stock of Norfolk and Portsmouth Belt Line R. R. Co., which on June 30, 1904, operated 5.80 miles	I. C. C.

NEW YORK CENTRAL SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
New York Central and Hudson River R. R. Co.	3,490.26				
Dunkirk, Allegheny Valley and Pittsburg R. R. Co.	90.60	New York Central and Hudson River R. R. Co.	Lease and stock ownership.	New York Central and Hudson River R. R. Co. owns majority of capital stock of Dunkirk, Allegheny Valley and Pittsburg R. R. Co.	I. C. C.
Lake Shore and Michigan Southern Rwy. Co.	1,458.77	do	Stock ownership	New York Central and Hudson River R. R. Co. owns majority of capital stock of Lake Shore and Michican Soutern Rwy. Co.	I. C. C.
Indiana, Illinois and Iowa R. R. Co.	249.99	Lake Shore and Michigan Southern Rwy. Co.	do	Lake Shore and Michigan Southern Rwy. Co. owns practically all of capital stock of Indiana, Illinois and Iowa R. R. Co.	I. C. C.
Lake Erie, Alliance and Wheeling R. R. Co.	83.00	do	do	Lake Shore and Michigan Southern Rwy. Co. owns all of capital stock of Lake Erie, Alliance and Wheeling R. R. Co.	I. C. C.
Lake Erie and Western R. R. Co.	718.38	do	do	Lake Shore and Michigan Southern Rwy. Co. owns majority of capital stock of Lake Erie and Western R. R. Co.	I. C. C.
Northern Ohio R. R. Co.	161.75	Lake Erie and Western R. R. Co.	Lease	Leased Oct. 1, 1895, for 995 years, to Lake Erie and Western R. R. Co.	I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

NEW YORK CENTRAL SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
New York Central and Hudson River R. R. Co.—Continued.					
Lake Shore and Michigan Southern Rwy. Co.—Continued.					
New York, Chicago and St. Louis R. R. Co.	540.27	Lake Shore and Michigan Southern Rwy. Co.	Stock ownership	Lake Shore and Michigan Southern Rwy. Co. owns majority of capital stock of New York, Chicago and St. Louis R. R. Co.	I. C. C.
Pittsburg and Lake Erie R. R. Co.	190.70	do	do	Lake Shore and Michigan Southern Rwy. Co. owns majority of capital stock of Pittsburg and Lake Erie R. R. Co.	I. C. C.
Ellwood Connecting R. R. Co.	.68	Pittsburg and Lake Erie R. R. Co.	do	Pittsburg and Lake Erie R. R. Co. owns practically all of capital stock of Ellwood Connecting R. R. Co.	I. C. C.
Michigan Central R. R. Co.	1,653.79	New York Central and Hudson River R. R. Co.	do	New York Central and Hudson River R. R. Co. owns majority of capital stock of Michigan Central R. R. Co.	I. C. C.
Detroit, Toledo and Milwaukee R. R. Co.	133.16	Lake Shore and Michigan Southern Rwy. Co. and Michigan Central R. R. Co.	do	Lake Shore and Michigan Southern Rwy. Co. and Michigan Central R. R. Co. jointly own entire capital stock of Detroit, Toledo and Milwaukee R. R. Co.	I. C. C.
New York and Ottawa Rwy Co	68.40	New York Central and Hudson River R. R. Co.	Ownership and lease.	New York and Ottawa Rwy. Co. is successor of the New York and Ottawa R. R. Co. acquired by New York Central and Hudson River R. R. Co. at foreclosure sale on Dec. 22, 1904. Leased to New York Central and Hudson River R. R. Co. for one year from Feb. 1, 1905.	Chronicle. I. C. C.
Rutland R. R. Co	468.11	do		In January, 1905, New York Central and Hudson River R. R. Co. acquired control of Rutland R. R. Co.	Chronicle.
St. Lawrence and Adirondack Rwy. Co.	65.07	do		In January, 1905, New York Central and Hudson River R. R. Co. acquired control of St. Lawrence and Adirondack Rwy. Co.	Chronicle.
Terminal Rwy. Co. of Buffalo	11.02	do		New York Central and Hudson River R. R. Co. owns half and Lake Shore and Michigan Southern Rwy. Co. owns one-fifth of the capital stock of Terminal Rwy. Co. of Buffalo.	I. C. C.
Total operated mileage of New York Central System.	9,378.95				

Mileage operated outside United States and included above:						
Michigan Central R. R. Co... 380.04						I. C. C.
St. Lawrence and Adirondack Rwy. Co. 54.82						I. C. C.
	434.86					
Leaving operated mileage of New York Central System in United States.	8,944.09					
In addition to the foregoing, the New York Central and Hudson River R. R. Co., acting as agent for the proprietors, operates for—						
Fulton Chain Rwy. Co 2.21						I. C. C.
Raquette Lake Rwy. Co 24.27						I. C. C.
	26.48					

Principal minority holdings.	Authority.
The New York Central System owns various minority interests in railway operating companies, the principal of which are below shown:	
New York Central and Hudson River R. R. Co. owns $185,400 out of a total issue of $487,500 stock of Central Dock and Terminal Rwy. Co., which, on June 30, 1904, operated 0.39 mile.	I. C. C.
New York Central and Hudson River R. R. Co. owns $5,000,000 out of a total issue of $62,790,400 stock of Chesapeake and Ohio Rwy. Co., which, on June 30, 1904, operated 1,670.90 miles.	I. C. C.
Lake Shore and Michigan Southern Rwy. Co. owns $5,700,000 out of a total issue of $40,334,800 common stock of Lehigh Valley R. R. Co., which, on June 30, 1904, operated 1,385.27 miles.	I. C. C.
Lake Shore and Michigan Southern Rwy. Co. owns $30,382,500 out of a total issue of $140,000,000 stock of Reading Co., which, on June 30, 1904, controlled 2,169.59 miles.	I, C. C.
Lake Shore and Michigan Southern Rwy. Co. owns $11,224,000 out of a total issue of $27,997,700 stock of Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., which, on June 30, 1904, controlled 2,582.65 miles.	I. C. C.
Lake Shore and Michigan Southern Rwy. Co. owns one-sixth interest in a substantial majority of stock of Hocking Valley R. R. Co., which, on June 30, 1904, controlled 1,062.96 miles.	Chronicle.
Northern Ohio R. R. Co. owns one-fourth interest of the capital stock of Akron and Barberton Belt R. R. Co., which, on June 30, 1904, operated 22.71 miles..	I. C. C.
Michigan Central R. R. Co. owns one-fourth interest of St. Charles Air Line, a connecting road near Fourteenth street, Chicago, which, on June 30, 1904, operated 0.76 mile.	I. C. C.
Michigan Central R. R. Co. owns one-fourth interest of the capital stock of Calumet Western R. R. Co., Chicago, which, on June 30, 1904, operated 3.42 miles.	I. C. C.
Pittsburg and Lake Erie R. R. Co., jointly with Pennsylvania R. R. Co., owns entire capital stock of Monongahela R. R. Co., which, on June 30, 1904, operated 42.72 miles.	I. C. C.
Pittsburg and Lake Erie R. R. Co., jointly with Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co., owns entire capital stock of Pittsburg, Chartiers and Youghiogheny Rwy. Co., which, on June 30, 1904, operated 22.04 miles.	I. C. C.
Lake Erie and Western R. R. Co. owns one-tenth of the capital stock of Peoria and Pekin Union Rwy. Co., which, on June 30, 1904, operated 18.14 miles	I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	1,893.62	.....	.....	.....	
Cincinnati Northern R. R. Co.....	247.59	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	Stock ownership	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co. owns a majority of the capital stock of Cincinnati Northern R. R Co.	I. C. C.
Dayton and Union R. R. Co.....	46.95	.....do	Operating agreement.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co. operates Dayton and Union R. R., and jointly with Cincinnati, Hamilton and Dayton Rwy. Co. owns the capital stock of Dayton and Union R. R. Co.	Chronicle.
Kankakee and Seneca R. R. Co	42.08	.....do	.....do	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co. operates Kankakee and Seneca R. R., and jointly with Chicago, Rock Island and Pacific Rwy. Co. owns the capital stock of Kankakee and Seneca R. R. Co.	I. C. C.
Mount Gilead Short Line.....	2.00	.....do	Lease.....	Annual rental, one-third net earnings	I. C. C.
Peoria and Eastern Rwy. Co	350.41	.....do	Stock ownership	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co. owns majority of capital stock of Peoria and Eastern Rwy. Co.	I. C. C.
Total operated mileage of Cleveland, Cincinnati, Chicago and St. Louis System.	2,582.65				

Principal minority holdings.	Authority.
The Cleveland, Cincinnati, Chicago and St. Louis System owns various minority interests in railway operating companies, the principal of which are below shown:	
Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co. owns $7,500,000 out of a total issue of $62,790,400 stock of Chesapeake and Ohio Rwy. Co., which, on June 30, 1904, operated 1,670.90 miles.	I. C. C.
Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., jointly with Pennsylvania Co., owns the capital stock and guarantees the bonds of Central Indiana Rwy. Co., which, on June 30, 1904, operated 127.04 miles.	Chronicle.
Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., jointly with Baltimore and Ohio R. R. Co., owns the Central Union Depot and Rwy. Co. of Cincinnati, which, on June 30, 1904, operated 1.44 miles.	Moody.
Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., jointly with Cincinnati, Hamilton and Dayton Rwy. Co., and Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co., owns the capital stock of Dayton Union Rwy. Co., which, on June 30, 1904, operated 1.60 miles.	I. C. C.
Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., jointly with Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co., owns the capital stock of Union Depot Co., Columbus, which, on June 30, 1904, operated 2.90 miles.	I. C. C.
Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co. owns one-fourteenth interest in the Terminal R. R. Association of St. Louis, which, on June 30, 1904, operated 3.88 miles.	Chronicle.
Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co. owns two-fifths interest in the Indianapolis Union Rwy. Co., which, on June 30, 1904, operated 12.64 miles.	Chronicle.
Peoria and Eastern Rwy. Co. owns one-eighth interest of the capital stock of Peoria and Pekin Union Rwy. Co., which, on June 30, 1904, operated 18.14 miles.	I. C. C.

CHICAGO AND NORTHWESTERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Chicago and Northwestern Rwy. Co	7,411.77				
Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	1,676.47	Chicago and Northwestern Rwy. Co.	Stock ownership	Chicago and Northwestern Rwy. Co. owns a majority of the outstanding common stock and about 48 per cent of outstanding preferred stock of Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	Chronicle.
Total operated mileage of Chicago and Northwestern System.	9,088.24				

Principal minority holdings.	Authority.
The Chicago and Northwestern System owns various minority interests in railway operating companies, the principal of which are below shown:	
Chicago and Northwestern Rwy. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Rwy. Co., which, on June 30, 1904, operated 7 miles..	I. C. C.
Chicago, St. Paul, Minneapolis and Omaha Rwy. Co. owns one-sixth of the capital stock of Lake Superior Terminal and Transfer Rwy. Co., which, on June 30, 1904, operated 16.33 miles.	I. C. C.
Chicago, St. Paul, Minneapolis and Omaha Rwy. Co. owns one-half of the capital stock of Minneapolis Eastern Rwy. Co., which, on June 30, 1904, operated 1.13 miles.	I. C. C.
Chicago, St. Paul, Minneapolis and Omaha Rwy. Co. owns one-tenth of the capital stock of Minnesota Transfer Rwy. Co., which, on June 30, 1904, operated 13.54 miles.	I. C. C.
Chicago and Northwestern Rwy. Co. owns one-eighth of the capital stock of Peoria and Pekin Union Rwy. Co., which, on June 30, 1904, operated 18.14 miles..	I. C. C.
Chicago and Northwestern Rwy. Co. owns one-fourth of the capital stock of St. Charles Air Line R. R. Co., which, on June 30, 1904, operated 0.76 mile.....	I. C. C.
Chicago, St. Paul, Minneapolis and Omaha Rwy. Co. owns one-ninth of the capital stock of St. Paul Union Depot Co., which, on June 30, 1904, operated 8.76 miles.	I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

READING COMPANY SYSTEM. [a]

[See statement of minority holdings of New York Central System and Baltimore and Ohio System.]

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Atlantic City R. R. Co	167.56	Reading Co	Stock ownership	Reading Co. owns practically all of capital stock of Atlantic City R. R. Co.	
Catasauqua and Fogelsville R. R. Co	29.50	do	do	Reading Co. owns a majority of capital stock of Catasauqua and Fogelsville R. R. Co.	
Central R. R. Co. of New Jersey	695.54	do	do	Reading Co. owns a majority of capital stock of Central R. R. Co. of New Jersey.	
Chester and Delaware River R. R. Co	5.35	do	do	Reading Co. owns all of capital stock of Chester and Delaware River R. R. Co.	
Gettysburg and Harrisburg Rwy. Co	34.07	do	do	Reading Co. owns a majority of capital stock of Gettysburg and Harrisburg Rwy. Co.	
Middletown and Hummelstown R. R. Co.	6.35	do	do	Reading Co. owns all of capital stock of Middletown and Hummelstown R. R. Co.	
Northeast Pennsylvania R. R. Co	25.64	do	do	Reading Co. owns a majority of capital stock of Northeast Pennsylvania R. R. Co.	
People's Rwy. Co. of Pottsville	4.40	do	do	Reading Co. owns a majority of capital stock of People's Rwy. Co. of Pottsville.	
Perkiomen R. R. Co	38.33	do	do	Reading Co. owns a majority of capital stock of Perkiomen R. R. Co.	
Philadelphia and Chester Valley R. R. Co.	23.93	do	do	Reading Co. owns a majority of capital stock of Philadelphia and Chester Valley R. R. Co.	
Philadelphia and Reading Rwy. Co	1,014.33	do	do	Reading Co. owns all of capital stock of Philadelphia and Reading Rwy. Co.	
Central Dock and Terminal Rwy. Co.	.39	Philadelphia and Reading Rwy. Co.	Lease	Reading Co. owns about 38 per cent of capital stock of Central Dock and Terminal Rwy. Co.	
Philadelphia, Newtown and New York R. R. Co.	21.71	Reading Co	Stock ownership	Reading Co. owns a majority of capital stock of Philadelphia, Newtown and New York R. R. Co.	
Port Reading R. R. Co	21.21	do	do	Reading Co. owns all of capital stock of Port Reading R. R. Co.	
Reading and Columbia R. R. Co	59.73	do	do	Reading Co. owns a majority of capital stock of Reading and Columbia R. R. Co.	
Rupert and Bloomsburg R. R. Co	1.57	do	do	Reading Co. owns all of capital stock of Rupert and Bloomsburg R. R. Co.	
Stony Creek R. R. Co	10.07	do	do	Reading Co. owns a majority of capital stock of Stony Creek R. R. Co.	
Tamaqua, Hazleton and Northern R. R. Co.	9.91	do	do	Reading Co. owns all of capital stock of Tamaqua, Hazleton and Northern R. R. Co.	
Total operated mileage of Reading Co. System.	2,169.59				

Principal minority holdings.	Authority.
The Reading Company System owns various minority interests in railway operating companies, the principal of which are below shown:	
Central R. R. Co. of New Jersey, jointly with Lehigh Coal and Navigation Co., owns control of Lehigh and Hudson River Rwy., which, with its controlled lines on June 30, 1904, operated 90.30 miles.	Chronicle.
Reading Company owns about 80 per cent of preferred capital stock of Philadelphia Belt Line R. R. Co., which on June 30, 1904, operated 6.68 miles	Reading Co.
Reading Company owns $1,000,000 out of a total issue of $40,334,800 common stock of Lehigh Valley R. R. Co., which on June 30, 1904, operated 1,385.27 miles.	Reading Co.

CHESAPEAKE AND OHIO SYSTEM.

[See statement of minority holdings of New York Central System and Pennsylvania System.]

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Chesapeake and Ohio Rwy. Co.....	1,670.90	.....	.....	.....	

Principal minority holdings.	Authority.
The Chesapeake and Ohio System owns various minority interests in railway operating companies, the principal of which are below shown:	
Chesapeake and Ohio Rwy. Co. owns one-eighth of the capital stock of Norfolk and Portsmouth Belt Line R. R. Co., which, on June 30, 1904, operated 5.80 miles.	I. C. C.
Chesapeake and Ohio Rwy. Co. owns one-sixth of the capital stock of Richmond-Washington Co., whose controlled corporations, on June 30, 1904, operated 126.21 miles.	Chronicle.
Chesapeake and Ohio Rwy. Co. owns one-sixth interest in a majority holding in the capital stock of Hocking Valley Rwy. Co., which, with its controlled corporations, on June 30, 1904, operated 1,062.96 miles.	Chronicle.

[a] Amounts owned by Reading Company are determined from its annual report to stockholders. Total amount of capital stock outstanding for various operating companies is determined from their reports to I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

ERIE SYSTEM.

Operating report made in the name of—	Miles operated June 20, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Erie R. R. Co	1,883.00				
Bath and Hammondsport R. R. Co.	10.00	Erie R. R. Co		Erie R. R. Co. acquired control of Bath and Hammondsport R. R. Co. in October, 1903.	Chronicle.
Chicago and Erie R. R. Co	269.56	do	Stock ownership	Erie R. R. Co. owns all of the capital stock of Chicago and Erie R. R. Co.	I. C. C.
Cincinnati, Hamilton and Dayton Rwy. Co.	624.58	do	do	Erie R. R. Co. owns majority of the capital stock of Cincinnati, Hamilton and Dayton Rwy. Co. [a]	Chronicle.
Cincinnati, Indianapolis and Western Rwy. Co.	381.65	Cincinnati, Hamilton and Dayton Rwy Co.	do	Cincinnati, Hamilton and Dayton Rwy. Co. owns all of the capitol stock of Cincinnati, Indianapolis and Western Rwy. Co.	I. C. C.
Pere Marquette R. R. Co	1,976.83	do	Stock ownership and lease.	Cincinnati, Hamilton and Dayton Rwy. Co. owns majority of the capital stock of Pere Marquette R. R. Co. Lease runs to Mar. 1, 2004.	Chronicle.
Chicago, Cincinnati and Louisville R. R. Co.	259.22	do	Stock ownership	Cincinnati, Hamilton and Dayton Rwy. Co. and Pere Marquette R. R. Co. jointly own all of the capital stock of Chicago, Cincinnati and Louisville R. R. Co.	Chronicle.
Fort Street Union Rwy. Depot Co.	1.36	Pere Marquette R. R. Co.	do	Pere Marquette R. R. Co. owns majority of the capital stock of the Fort Street Union Rwy. Depot Co.	I. C. C.
Manistique, Marquette and Northern R. R. Co.	53.00	do	Operating agreement.	Pere Marquette R. R. Co. operates Manistique, Marquette and Northern R. R. with right of purchase.	Chronicle.
New Jersey and New York R. R. Co.	47.76	Erie R. R. Co	Stock ownership	Erie R. R. Co. owns majority of the capital stock of New Jersey and New York R. R. Co.	I. C. C.
New York, Susquehanna and Western R. R. Co.	151.85	do	do	Erie R. R. Co. owns majority of the capital stock of New York, Susquehanna and Western R. R. Co.	Chronicle.
Wilkesbarre and Eastern R. R. Co.	86.85	New York, Susquehanna and Western R. R. Co.	do	New York, Susquehanna and Western R. R. Co. owns all of the capital stock of Wilkesbarre and Eastern R. R. Co.	I. C. C.
Total operated mileage of Erie System.	5,745.66				

Principal minority holdings.	Authority.
The Erie System owns various minority interests in railway operating companies, the principal of which are below shown:	
Chicago and Erie R. R. Co. owns one-fifth of the capital stock of Belt Rwy. Co. of Chicago, which, on June 30, 1904, operated 47.31 miles	I. C. C.
Erie R. R. Co. owns one-fourth of the capital stock of Akron and Barberton Belt R. R. Co., which, on June 30, 1904, operated 22.71 miles	I. C. C.
Cincinnati, Hamilton and Dayton Rwy. Co., jointly with Southern Rwy. Co., controls Cincinnati, New Orleans and Texas Pacific Rwy. Co., which, on June 30, 1904, operated 337.78 miles.	Chronicle.
Cincinnati, Hamilton and Dayton Rwy. Co. owns $33,200 out of total issue of $86,300 stock of Dayton and Union R. R. Co., which, on June 30, 1904, operated 46.95 miles.	I. C. C.
Erie R. R. Co. owns one-sixth interest in a majority of the capital stock of Hocking Valley Rwy. Co., which, with its controlled companies, on June 30, 1904, operated 1,062.96 miles.	Chronicle.
Erie R. R. Co. owns $1,850,000 common stock out of a total issue of $40,334,800 common stock and $106,000 preferred stock of Lehigh Valley R. R. Co., which, on June 30, 1904, operated 1,385.27 miles.	I. C. C.
Cincinnati, New Orleans and Texas Pacific Rwy. interests, in January, 1903, acquired all of the capital stock of Harriman and Northeastern R. R. Co., which, on June 30, 1904, operated 19.70 miles.	Chronicle.

[a] Since this table was prepared this ownership has ceased.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

SOUTHERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Southern Rwy. Co	7,196.82				
Alabama Great Southern R. R. Co	309.41	Southern Rwy. Co	Stock ownership	Southern Rwy. Co. owns majority of capital stock of Alabama Great Southern Rwy. Co. (Ltd.) which owns all of that of Alabama Great Southern R. R. Co.	Chronicle.
Augusta Southern R. R. Co	82.93	do	do	Southern Rwy. Co. owns majority of capital stock of Augusta Southern R. R. Co.	I. C. C.
Blue Ridge Rwy. Co	44.00	do	do	Southern Rwy. Co. owns all of capital stock of Blue Ridge Rwy. Co.	I. C. C.
Danville and Western Rwy. Co	83.00	do	do	Southern Rwy. Co. owns all of capital stock of Danville and Western Rwy. Co.	I. C. C.
Georgia Southern and Florida Rwy. Co.	395.00	do	do	Southern Rwy. Co. owns majority of common stock of Georgia Southern and Florida Rwy. Co.	I. C. C.
Hawkinsville and Florida Southern Rwy. Co.	44.00	Georgia Southern and Florida Rwy. Co.	do	Georgia Southern and Florida Rwy. Co. owns all of the capital stock of Hawkinsville and Florida Southern Rwy. Co.	I. C. C.
Mason and Birmingham Rwy. Co.	105.00	do	Operating agreement.	Georgia Southern and Florida Rwy. Co., through its officials, directs the operations of Macon and Birmingham Rwy. Co.	Chronicle.
Hartwell Rwy. Co	10.10	Southern Rwy. Co	Stock ownership	Southern Rwy. Co. owns all of the capital stock of Hartwell Rwy. Co.	I. C. C.
Mobile and Ohio R. R. Co	912.48	do	do	Southern Rwy. Co. owns majority of the capital stock of Mobile and Ohio R. R. Co.	I. C. C.
Warrior Southern Rwy. Co	13.60	Mobile and Ohio R. R. Co.	do	Mobile and Ohio R. R. Co. owns all of the capital stock of Warrior Southern Rwy. Co.	I. C. C.
Northern Alabama Rwy. Co	114.59	Southern Rwy. Co	do	Southern Rwy. Co. owns majority of the capital stock of Northern Alabama Rwy. Co.	I. C. C.
St. Johns River Terminal Co	6.39	do	do	Southern Rwy. Co. owns all of the capital stock of St. Johns River Terminal Co.	I. C. C.
Total operated mileage of Southern System.	9,317.32				

Principal minority holdings.	Authority.
The Southern System owns various minority interests in railway operating companies, the principal of which are below shown:	
Southern Rwy. Co. owns $416,700 out of a total issue of $36,650,000 common stock of Atlantic Coast Line R. R. Co., which, with its controlled lines, on June 30, 1904, operated 9,946.13 miles.	I. C. C.
Southern Rwy. Co. owns one-fourth of the capital stock of Augusta and Summerville R. R. Co., which, on June 30, 1904, operated 4.32 miles	I. C. C.
Southern Rwy. Co., jointly with Louisville and Nashville R. R. Co., owns all of the capital stock of Birmingham Southern R. R. Co., which, on June 30, 1904, operated 26.24 miles.	I. C. C.
Southern Rwy. Co., jointly with Atlantic Coast Line R. R. Co., owns all of the capital stock of Charleston Terminal Co., which, on June 30, 1904, operated 5.02 miles.	Chronicle.
Southern Rwy. Co., jointly with Louisville and Nashville R. R. Co., owns majority of the capital stock of Chicago, Indianapolis and Louisville Rwy. Co., which, on June 30, 1904, operated 591.51 miles.	I. C. C.
Southern Rwy. Co., jointly with Cincinnati, Hamilton and Dayton Rwy. Co., controls Cincinnati, New Orleans and Texas Pacific Rwy. Co., which, on June 30, 1904, operated 337.73 miles.	Chronicle.
Georgia Southern and Florida Rwy. Co. owns $84,800 out of a total issue of $300,000 capital stock of Gainesville and Gulf Rwy. Co., which, on June 30, 1904, operated 48 miles.	I. C. C.
Georgia Southern and Florida Rwy. Co. owns one-eighth of the capital stock of Jacksonville Terminal Co., which, on June 30, 1904, operated 16.13 miles....	I. C. C.
Southern Rwy. Co., owns one-sixth of the capital stock of Richmond-Washington Co., whose controlled corporations on June 30, 1904, operated 126.21 miles.	I. C. C.
Southern Rwy. Co., jointly with St. Louis and San Francisco R. R. Co., owns practically all of the capital stock of New Orleans Terminal Co., which, on June 30, 1904, operated 14.58 miles.	I. C. C.
Southern Rwy. Co., jointly with Chicago, Indianapolis & Louisville Rwy. Co. and Baltimore and Ohio System, owns the capital stock of Kentucky and Indiana Bridge and R. R. Co., which, on June 30, 1904, operated 6.16 miles.	Chronicle.
Cincinnati, New Orleans and Texas Pacific Rwy. interests, in January, 1903, acquired all of the capital stock of Harriman and Northeastern R. R. Co., which, on June 30, 1904, operated 19.70 miles.	Chronicle.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

DELAWARE, LACKAWANNA AND WESTERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Delaware, Lackawanna and Western R. R. Co.	798.12	.....	.....	.....	
Bangor and Portland Rwy. Co	51.32	Delaware, Lackawanna and Western R. R. Co.	Stock ownership	Delaware, Lackawanna and Western R. R. Co. owns all of the capital stock of Bangor and Portland Rwy. Co.	I. C. C.
Erie and Central New York R. R. Co.	18.23	.....do	.....do	Delaware, Lackawanna and Western R. R. Co. owns all of the capital stock of Erie and Central New York R. R. Co.	I. C. C.
Hanover and Newport R. R. Co.....	6.81	.....do	.....do	Delaware, Lackawanna and Western R. R. Co. owns majority of the capital stock of Hanover and Newport R. R. Co.	I. C. C.
Lackawanna and Montrose R. R. Co.	10.48	.....do	.....do	Delaware, Lackawanna and Western R. R. Co. owns majority of the capital stock of Lackawanna and Montrose R. R. Co.	I. C. C.
Sussex R. R. Co.....	30.55	.....do	Lease and stock ownership.	Delaware, Lackawanna and Western R. R. Co., and its lessor, Morris and Essex R. R. Co., together own majority of the capital stock of Sussex R. R. Co.	I. C. C.
Syracuse, Binghamton and New York R. R. Co.	80.95	.....do	Stock ownership	Delaware, Lackawanna and Western R. R. Co. owns majority of the capital stock of Syracuse, Binghamton and New York R. R. Co.	I. C. C.
Total operated mileage of Delaware, Lackawanna and Western System.	996.46				

Principal minority holdings.	Authority.
The Delaware, Lackawanna and Western System owns various minority interests in railway operating companies, the principal of which are below shown:	
Delaware, Lackawanna and Western R. R. Co. owns $1,850,000 out of the total issue of $40,334,800 common and $106,000 preferred stock of Lehigh Valley R. R. Co., which, on June 30, 1904, operated 1,385.27 miles.	I. C. C.
Delaware, Lackawanna and Western R. R. Co. owns $50,000 out of the total issue of capital stock of Island R. R. Co., which, on June 30, 1904, operated 1.30 miles.	I. C. C.
Delaware, Lackawanna and Western R. R. Co. owns $163,200 out of a total issue of $1,340,000 capital stock of Lehigh and Hudson River Rwy. Co., which, with its controlled corporations, on June 30, 1904, operated and controlled 90.30 miles.	I. C. C.

HOCKING VALLEY SYSTEM.

[See statements of minority holdings of New York Central, Pennsylvania, Baltimore and Ohio, Chesapeake and Ohio, and Erie systems.]

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Hocking Valley Rwy. Co	347.00				
Kanawha and Michigan Rwy. Co	177.04	Hocking Valley Rwy. Co.	Stock ownership	Hocking Valley Rwy. Co. owns majority of outstanding stock of Kanawha and Michigan Rwy. Co.	I. C. C.
Toledo and Ohio Central Rwy. Co	440.80	do	do	Hocking Valley Rwy. Co. owns majority of outstanding stock of Toledo and Ohio Central Rwy. Co.	Chronicle.
Zanesville and Western Rwy. Co.	98.12	Toledo and Ohio Central Rwy. Co.	do	Toledo and Ohio Central Rwy. Co. owns all of outstanding stock of Zanesville and Western Rwy. Co.	I. C. C.
Total operated mileage of Hocking Valley System.	1,062.96				

RICHMOND-WASHINGTON COMPANY SYSTEM.

[See statements of minority holdings of Pennsylvania System, Baltimore and Ohio System, Chesapeake and Ohio System, Southern System, Atlantic Coast Line Company System, and Seaboard Company System.]

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Richmond, Fredericksburg and Potomac R. R. Co.	89.54	Richmond-Washington Co.	Stock ownership	Richmond-Washington Co. owns a majority of the voting capital stock of Richmond, Fredericksburg and Potomac R. R. Co.	Chronicle.
Washington Southern Rwy. Co	36.67	do	do	Richmond-Washington Co. owns all of the capital stock of Washington Southern Rwy. Co.	Chronicle.
Total operated mileage of Richmond-Washington Company System.	126.21				

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

GREAT NORTHERN-NORTHERN PACIFIC SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Great Northern Rwy. Co	4,888.53				
Columbia and Red Mountain Rwy. Co.	7.51	Great Northern Rwy. Co.	Stock ownership	Great Northern Rwy. Co. owns all of the capital stock of Columbia and Red Mountain Rwy. Co.	I. C. C.
Duluth Terminal Rwy. Co	1.82	do	Lease and stock ownership.	Great Northern Rwy. Co. leases all property of Eastern Rwy. Co. of Minnesota, which owns all capital stock of Duluth Terminal Rwy. Co.	I. C. C.
Duluth, Watertown and Pacific Rwy. Co.	69.84	do	Stock ownership	Great Northern Rwy. Co. owns all of the capital stock of Duluth, Watertown and Pacific Rwy. Co.	I. C. C.
Minneapolis Union Rwy. Co	2.63	do	do	Great Northern Rwy. Co. owns all of the capital stock of Minneapolis Union Rwy. Co.	I. C. C.
Minneapolis Western Rwy. Co	2.03	do	do	Great Northern Rwy. Co. owns all of the capital stock of Minneapolis Western Rwy. Co.	I. C. C.
Montana Central Rwy. Co	253.31	do	do	Great Northern Rwy. Co. owns all of the capital stock of Montana Central Rwy. Co.	I. C. C.
Spokane Falls and Northern Rwy. Co.	139.28	do	do	Great Northern Rwy. Co. owns majority of the capital stock of Spokane Falls and Northern Rwy. Co.	I. C. C.
Washington and Great Northern Rwy. Co.	67.50	do	do	Great Northern Rwy. Co. advanced cost of construction, and it controls Washington and Great Northern Rwy. Co.	Poor.
Willmar and Sioux Falls Rwy. Co	436.73	do	do	Great Northern Rwy. Co. owns all of the capital stock of Willmar and Sioux Falls Rwy. Co.	I. C. C.
Northern Pacific Rwy. Co	5,618.88				
Minnesota and International Rwy. Co.	166.67	Northern Pacific Rwy. Co.	Stock ownership	Northern Pacific Rwy. Co. owns majority of the capital stock of Minnesota and International Rwy. Co.	I. C. C.
Port Townsend Southern R. R. Co	41.20	do	do	Northern Pacific Rwy. Co. owns all of the capital stock of Port Townsend Southern R. R. Co.	I. C. C.
Washington and Columbia River Rwy. Co.	162.73	do	do	Northern Pacific Rwy. Co. owns all of the capital stock of Washington and Columbia River Rwy. Co.	I. C. C.
Chicago, Burlington and Quincy R. R. Co.	8,326.16	Great Northern Rwy. Co. and Northern Pacific Rwy. Co.	do	Great Northern Rwy. Co. and Northern Pacific Rwy. Co. jointly own about 97 per cent of capital stock of Chicago, Burlington and Quincy R. R. Co.	Chronicle.
Hannibal Union Depot Co	.90	Chicago, Burlington and Quincy R. R. Co.	do	Chicago, Burlington and Quincy R. R. Co. owns majority of the capital stock of Hannibal Union Depot Co.	I. C. C.
Iowa and St. Louis Rwy. Co	52.04	do	Actual ownership	Iowa and St. Louis Rwy. Co. was conveyed by deed to Chicago, Burlington and Quincy R. R. Co. Dec. 1, 1903.	Poor.
Jacksonville and St. Louis Rwy. Co.	122.93	do		Jacksonville and St. Louis Rwy. Co. has passed under control of Chicago, Burlington and Quincy R. R. Co.	I. C. C.

Quincy, Omaha and Kansas City R. R. Co.	270.01	.....do			Poor.
Winona Bridge Rwy. Co	1.03	.....do	Stock ownership	Chicago, Burlington and Quincy R. R. Co. owns majority of capital stock of Winona Bridge Rwy. Co.	Chronicle.
Lake Superior Terminal and Transfer Rwy. Co.	16.33	Great Northern Rwy. Co. and Northern Pacific Rwy. Co.	.....do	Great Northern Rwy. Co. and Northern Pacific Rwy. Co. together own a majority of the capital stock of Lake Superior Terminal and Transfer Rwy. Co.	I. C. C.
Total operated mileage of Great Northern-Northern Pacific System.	20,648.06				

Principal minority holdings.	Authority.
The Great Northern-Northern Pacific System owns various minority interests in railway operating companies, the principal of which are below shown:	
Great Northern Rwy. Co. owns 49 per cent of the capital stock of Butte, Anaconda and Pacific Rwy. Co., which, on June 30, 1904, operated 70.58 miles	I. C. C.
Chicago, Burlington, and Quincy R. R. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Rwy. Co. which, on June 30, 1904, operated 7.00 miles	I. C. C.
Chicago, Burlington, and Quincy R. R. Co. owns one-tenth. Great Northern Rwy. Co. owns one-tenth. Northern Pacific Rwy. Co. owns one-tenth } of the capital stock of Minnesota Transfer Rwy. Co., which, on June 30, 1904, operated 13.54 miles.	I. C. C. I. C. C. Chronicle.
Northern Pacific Rwy. Co. owns two-fifths of the capital stock of Northern Pacific Terminal Co., of Oregon, which, on June 30, 1904, operated 2.49 miles	Chronicle.
Chicago, Burlington and Quincy R. R. Co. owns one-fourth of the capital stock of St. Charles Air Line R. R. Co., Chicago, which, on June 30, 1904, operated 0.76 mile	I. C. C.
Chicago, Burlington, and Quincy R. R. Co. owns four-ninths of the capital stock of St. Joseph Union Depot Co., which, on June 30, 1904, operated 2.29 miles	I. C. C.
Chicago, Burlington, and Quincy R. R. Co. owns one-ninth. Great Northern Rwy. Co. owns one-ninth. Northern Pacific Rwy. Co. owns one-sixteenth } of the capital stock of St. Paul Union Depot Co., which, on June 30, 1904, operated 8.76 miles	I. C. C.
Chicago, Burlington, and Quincy R. R. Co., jointly with Pennsylvania Company, owns all of the capital stock of Toledo, Peoria, and Western Rwy. Co., which, on June 30, 1904, operated 247.70 miles	Poor.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

UNION PACIFIC SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Union Pacific R. R. Co	2,955.70				
Ilwaco Rwy. and Navigation Co	15.26	Union Pacific interests.			Poor.
Leavenworth, Kansas and Western Rwy. Co.	191.96	Union Pacific R. R. Co.	Stock ownership	Union Pacific R. R. Co. owns all of the capital stock of Leavenworth, Kansas and Western Rwy. Co.	I. C. C.
Northern Pacific Terminal Co. of Oregon.	2.49	Oregon R. R. and Navigation Co. and Southern Pacific Co.	do	Oregon R. R. and Navigation Co. owns 40 per cent and Southern Pacific Co. (through its subsidiary, Oregon and California R. R. Co.) owns 20 per cent of the capital stock of Northern Pacific Terminal Co. of Oregon.	Chronicle.
Oregon R. R. and Navigation Co	1,123.32	Union Pacific R. R. Co.	do	Union Pacific R. R. Co. owns practically all of the capital stock of Oregon R. R. and Navigation Co.	I. C. C.
Oregon Short Line R. R. Co	1,122.65	do	do	Union Pacific R. R. Co. owns practically all of the capital stock of Oregon Short Line R. R. Co.	I. C. C.
Malad Valley R. R. Co	15.77	Oregon Short Line R. R. Co.	do	Oregon Short Line R. R. Co. owns the subscriptions to capital stock of Malad Valley R. R. Co.	I. C. C.
St. Anthony R. R. Co	40.76	do	do	Oregon Short Line R. R. Co. owns all of the capital stock of St. Anthony R. R. Co.	I. C. C.
Salmon River R. R. Co	87.28	do	do	Oregon Short Line R. R. Co. owns all of the capital stock of Salmon River R. R. Co.	I. C. C.
San Pedro, Los Angeles and Salt Lake R. R. Co.	625.54	do	do	Oregon Short Line R. R. Co. owns one-half of the capital stock of San Pedro, Los Angeles and Salt Lake R. R. Co.	I. C. C.
Wyoming Western R. R. Co	19.02	do	do	Oregon Short Line R. R. Co. owns all of the capital stock of Wyoming Western R. R. Co.	I. C. C.
Union Depot and Rwy. Co. of Denver.	.30	Union Pacific R. R. Co.	do	Union Pacific R. R. Co. owns three-fifths of the capital stock of Union Depot and Rwy. Co. of Denver.	I. C. C.
Total operated mileage of Union Pacific System.	6,200.05				

SOUTHERN PACIFIC COMPANY SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Southern Pacific Co	5,412.70			Oregon Short Line R. R. Co. owns more than 45 per cent of all the capital stock of Southern Pacific Co.	I. C. C.
Carson and Colorado Rwy. Co	299.62	Southern Pacific Co	Stock ownership	Southern Pacific Co. owns practically all of the capital stock of Carson and Colorado Rwy. Co.	I. C. C.
Galveston, Harrisburg and San Antonio Rwy. Co.	917.00	do	do	Southern Pacific Co. owns practically all of the capital stock of Galveston, Harrisburg and San Antonio Rwy. Co.	I. C. C.
Galveston, Houston and Northern Rwy. Co.	60.92	do	do	Southern Pacific Co. owns practically all of the capital stock of Galveston, Houston and Northern Rwy. Co.	I. C. C.
Gila Valley, Globe and Northern Rwy. Co.	126.53	do	do	Southern Pacific Co. owns practically all of the capital stock of Gila Valley, Globe and Northern Rwy. Co.	I. C. C.
Houston and Shreveport R. R. Co	39.78	do	do	Southern Pacific Co. owns practically all of the capital stock of Houston and Shreveport R. R. Co.	I. C. C.
Houston and Texas Central R. R. Co.	690.03	do	do	Southern Pacific Co. owns practically all of the capital stock of Houston and Texas Central R. R. Co.	I. C. C.
Houston, East and West Texas Rwy. Co.	190.96	do	do	Southern Pacific Co. owns practically all of the capital stock of Houston, East and West Texas Rwy. Co.	I. C. C.
Louisiana Western R. R. Co	198.64	do	do	Southern Pacific Co. owns practically all of the capital stock of Louisiana Western R. R. Co.	I. C. C.
Maricopa and Phoenix and Salt River Valley R. R. Co.	42.49	do	do	Southern Pacific Co. owns all of the capital stock of Maricopa and Phoenix and Salt River Valley R. R. Co.	I. C. C.
Morgan's Louisiana and Texas R. R. and Steamship Co.	245.06	do	do	Southern Pacific Co. owns all of the capital stock of Morgan's Louisiana and Texas R. R. and Steamship Co.	I. C. C.
Gulf, Western Texas and Pacific Rwy. Co.	111.42	Morgan's Louisiana and Texas R. R. and Steamship Co.	do	Morgan's Louisiana and Texas R. R. and Steamship Co. owns practically all of the capital stock of Gulf, Western Texas and Pacific Rwy. Co.	I. C. C.
Iberia and Vermilion R. R. Co	21.49	do	do	Morgan's Louisiana and Texas R. R. and Steamship Co. owns practically all of the capital stock of Iberia and Vermilion R. R. Co.	I. C. C.
New York, Texas and Mexican Rwy. Co.	176.71	Southern Pacific Co	do	Southern Pacific Co. owns practically all of the capital stock of New York, Texas and Mexican Rwy. Co.	I. C. C.
Texas and New Orleans R. R. Co	445.23	do	do	Southern Pacific Co. owns practically all of the capital stock of Texas and New Orleans R. R. Co.	I. C. C.
Total operated mileage of Southern Pacific Co. System.	9,078.56				
Total operated mileage of Union Pacific and Southern Pacific Co. Systems.	15,278.63				

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

The Southern Pacific Company owns a majority of the capital stock of Pacific Mail Steamship Co., which owns and operates lines of steamships from San Francisco to Honolulu, Yokohama, and Hongkong, and to Mexican and Central American ports. Authority: Chronicle and Moody.

Principal minority holdings.	Authority.
The Union Pacific System and the Southern Pacific Company System own various minority interests in railway operating companies, the principal of which are below shown:	
Union Pacific R. R. Co.'s portion of the distributed assets of Northern Securities Co. is 19.80 per cent of the capital stock of Great Northern Rwy. Co. and 20.69 per cent of that of Northern Pacific Rwy. Co.	Chronicle.
Union Pacific R. R. Co., jointly with Atchison, Topeka and Santa Fe Rwy. Co., owns all of the capital stock of Leavenworth and Topeka Rwy. Co., which on June 30, 1904, operated 56.12 miles.	I. C. C
Union Pacific R. R. Co. owns $50,000 of the capital stock of Leavenworth Depot and R. R. Co., which on June 30, 1904, operated 1.04 miles.....	I. C. C.
Union Pacific R. R. Co. owns $150,000 } of the capital stock of Ogden Union Rwy. and Depot Co., which on June 30, 1904, operated 1.00 mile.....	I. C. C.
Central Pacific Rwy. Co. owns $150,000 }	
Southern Pacific Company owns $248,500 [Atchison, Topeka and Santa Fe Rwy. Co. owns $250,000] out of a total issue of $500,000 capital stock of Sunset R. R. Co., which on June 30, 1904, operated 41.99 miles.	I. C. C.
Union Pacific R. R. Co. owns one-eleventh of the capital stock of Union Depot Co., of Kansas City, which on June 30, 1904, operated 2.74 miles.....	I. C. C.
Harriman interests and Rock Island interests own a large majority of the capital stock of Chicago and Alton Rwy. Co., which on June 30, 1904, operated 915.23 miles.	Chronicle.

ROCK ISLAND COMPANY SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Chicago, Rock Island and Pacific Rwy. Co.	6,760.74	Chicago, Rock Island and Pacific R. R. Co.	Stock ownership	Rock Island Company owns all of stock of Chicago, Rock Island and Pacific R. R. Co., which owns majority of that of Chicago, Rock Island and Pacific Rwy. Co.	R. I. Co.
Arkansas Southern R. R. Co.	100.50	Chicago, Rock Island and Pacific Rwy. Co.	do	Chicago, Rock Island and Pacific Rwy. Co. owns all of the capital stock of Arkansas Southern R. R. Co.	I. C. C.
Chicago, Rock Island and El Paso Rwy. Co.	111.50	do	do	Chicago, Rock Island and Pacific Rwy. Co. owns majority of the capital stock of Chicago, Rock Island and El Paso Rwy. Co.	I. C. C.
Chicago, Rock Island and Gulf Rwy. Co.	389.65	do	do	Chicago, Rock Island and Pacific Rwy. Co. owns majority of the capital stock of Chicago, Rock Island and Gulf Rwy. Co.	I. C. C.
St. Louis, Kansas City and Colorado R. R. Co.	220.00	do	do	Chicago, Rock Island and Pacific Rwy. Co. owns all of the capital stock of St. Louis, Kansas City and Colorado R. R. Co.	I. C. C.
St. Louis and San Francisco R. R. Co.	4,066.13	Chicago, Rock Island and Pacific R. R. Co.	do	Chicago, Rock Island and Pacific R. R. Co. owns majority of the common stock of St. Louis and San Francisco R. R. Co.	R. I. Co.
Chicago and Eastern Illinois R. R. Co.	758.39	St. Louis and San Francisco R. R. Co.	do	St. Louis and San Francisco R. R. Co. owns majority of the capital stock of Chicago and Eastern Illinois R. R. Co.	I. C. C.
Evansville and Terre Haute R. R. Co.	164.46	Chicago and Eastern Illinois R. R. interests.	do	Chicago and Eastern Illinois R. R. interests in July, 1903, acquired a majority of the capital stock of Evansville and Terre Haute R. R. Co.	Chronicle.
Evansville and Indianapolis R. R. Co.	149.45	Evansville and Terre Haute R. R. Co.	do	Evansville and Terre Haute R. R. Co. owns all of the capital stock of Evansville and Indianapolis R. R. Co.	I. C. C.
Fort Worth and Rio Grande Rwy. Co.	195.88	St. Louis and San Francisco R. R. Co.	do	St. Louis and San Francisco R. R. Co. owns majority of the capital stock of Fort Worth and Rio Grande Rwy. Co.	I. C. C.
Red River, Texas and Southern Rwy. Co.	88.82	do	do	St. Louis and San Francisco R. R. Co. owns all of the capital stock of Red River, Texas and Southern Rwy. Co.	I. C. C.
St. Louis, Memphis and Southeastern R. R. Co.	681.10	do	do	St. Louis and San Francisco R. R. Co. owns all of the capital stock of St. Louis, Memphis and Southeastern R. R. Co.	I. C. C.
Total operated mileage of Rock Island Company System.	13,686.62				

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

In addition to the foregoing companies controlled by Rock Island Company through stock ownership, a close working relationship exists between it and New Mexico Railway and Coal Company, which controls a small system of railways operating in the territory of New Mexico, the component parts of which system are:

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Alamogordo and Sacramento Mountain Rwy. Co.	32.47	New Mexico Rwy. and Coal Co.	Stock ownership	New Mexico Rwy. and Coal Co. owns all of the capital stock of Alamogordo and Sacramento Mountain Rwy. Co.	I. C. C.
Dawson Rwy. Co	183.64	Dawson Rwy. and Coal Co.	do	New Mexico Rwy. and Coal Co. owns controlling interest in the capital stock of Dawson Rwy. and Coal Co., which owns substantially all of that of Dawson Rwy. Co.	I. C. C.
El Paso and Northeastern R. R. Co. of Texas.	24.14	New Mexico Rwy. and Coal Co.	do	New Mexico Rwy. and Coal Co. owns all of the capital stock of El Paso and Northeastern R. R. Co. of Texas.	Chronicle.
El Paso and Northeastern Rwy. Co	149.64	do	do	New Mexico Rwy. and Coal Co. owns substantially all of the capital stock of El Paso and Northeastern Rwy. Co.	I. C. C.
El Paso and Rock Island Rwy. Co	128.30	do	do	New Mexico Rwy. and Coal Co. owns a majority of the capital stock of El Paso and Rock Island Rwy. Co.	I. C. C.
Total operated mileage of New Mexico Rwy. and Coal Co. System.	468.19				

Principal minority holdings.	Authority.
The Rock Island Company System owns various minority interests in railway operating companies, the principal of which are below shown:	
Chicago and Eastern Illinois R. R. Co. owns one-fifth of the capital stock of Belt Rwy. Co. of Chicago, which, on June 30, 1904, operated 47.31 miles	I. C. C.
Chicago, Rock Island and Pacific Rwy. Co., jointly with Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., owns all of the capital stock of Kankakee and Seneca Rwy. Co., which, on June 30, 1904, operated 42.08 miles.	I. C. C.
St. Louis and San Francisco R. R. Co., through its subsidiary, Kansas City, Fort Scott and Memphis Rwy. Co., owns three-tenths of the capital stock of Kansas City Belt Rwy. Co., which, on June 30, 1904, operated 8.70 miles.	Chronicle.
St. Louis and San Francisco R. R. Co., jointly with Atchison, Topeka and Santa Fe Rwy. Co., owns all of the capital stock of Kansas Southwestern Rwy. Co., which, on June 30, 1904, operated 59.70 miles.	I. C. C.
Chicago, Rock Island and Pacific Rwy. Co. owns one-tenth of the capital stock of Minnesota Transfer Rwy. Co., which, on June 30, 1904, operated 13.54 miles.	Chronicle.
St. Louis and San Francisco R. R. Co. owns $994,000 out of a total issue of $2,000,000 capital stock of New Orleans Terminal Co., which, on June 30, 1904, operated 11.58 miles.	I. C. C.
Chicago, Rock Island and Pacific Rwy. Co. owns one-ninth of the capital stock of St. Paul Union Depot Co., which, on June 30, 1904, operated 8.76 miles	Chronicle.
St. Louis and San Francisco R. R. Co. owns $205,800 out of a total issue of $2,882,000 capital stock of Terminal R. R. Assn. of St. Louis, which, on June 30, 1904, operated 3.88 miles.	I. C. C.
Rock Island and Harriman interests control Chicago and Alton Rwy. Co., which on June 30, 1904, operated 915.23 miles.	Chronicle.

CHICAGO AND ALTON SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Chicago and Alton Rwy. Co	915.23				
Quincy, Carrollton and St. Louis Rwy. Co.	55.30	Chicago and Alton Rwy. Co.	Ownership	The Quincy, Carrollton and St. Louis Rwy. was purchased in September, 1904, and is now operated as part of the Chicago and Alton System.	Chronicle.
Total operated mileage of Chicago and Alton System.	970.53				

MISSOURI PACIFIC SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Missouri Pacific Rwy. Co	3,491.62				
Central Branch Rwy. Co	388.19	Missouri Pacific Rwy. Co.	Stock ownership	Missouri Pacific Rwy. Co. owns all of the capital stock of Central Branch Rwy. Co.	I. C. C.
International and Great Northern R. R. Co.	1,159.50	Missouri Pacific interests.	do	The International and Great Northern R. R. Co. is controlled in the interest of Missouri Pacific Rwy. Co.	Chronicle.
St. Louis, Iron Mountain and Southern Rwy. Co.	2,231.72	Missouri Pacific Rwy. Co.	do	Missouri Pacific Rwy. Co. owns practically all of the capital stock of St. Louis, Iron Mountain and Southern Rwy. Co.	I. C. C.
Arkansas and Louisiana Rwy. Co.	25.54	St. Louis, Iron Mountain and Southern Rwy. Co.	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns practically all of the capital stock of Arkansas and Louisiana Rwy. Co.	I. C. C.
Arkansas Central R. R. Co	47.63	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns practically all of the capital stock of Arkansas Central R. R. Co.	I. C. C.
Arkansas Midland R. R. Co	47.45	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns all of the capital stock of Arkansas Midland R. R. Co.	I. C. C.
Arkansas Southwestern Rwy. Co.	35.04	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns practically all of the capital stock of Arkansas Southwestern Rwy. Co.	I. C. C.
Brinkley, Helena and Indian Bay R. R. Co.	22.97	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns all of the capital stock of Brinkley, Helena and Indian Bay R. R. Co.	I. C. C.
El Dorado and Bastrop Rwy. Co.	43.94	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns all of the capital stock of El Dorado and Bastrop Rwy. Co.	I. C. C.
Little Rock and Hot Springs Western R. R. Co.	30.90	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns all of the capital stock of Little Rock and Hot Springs Western R. R. Co.	I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

MISSOURI PACIFIC SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Missouri Pacific Rwy. Co.—Continued.					
St. Louis, Iron Mountain and Southern Rwy. Co.—Continued.					
Mississippi River, Hamburg and Western Rwy. Co.	50.93	St. Louis, Iron Mountain and Southern Rwy. Co.	Stock ownership	St. Louis, Iron Mountain and Southern Rwy. Co. owns all of the capital stock of Mississippi River, Hamburg and Western Rwy. Co.	I. C. C.
Natchez and Southern Rwy. Co.	2.29	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns all of the capital stock of Natchez and Southern Rwy. Co.	I. C. C.
New Orleans and Northwestern R. R. Co.	115.48	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns all of the capital stock of New Orleans and Northwestern R. R. Co.	I. C. C.
Pine Bluff and Western R. R. Co.	22.50	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. owns all of the capital stock of Pine Bluff and Western R. R. Co.	I. C. C.
St. Louis, Watkins and Gulf Rwy. Co.	98.37	do	do	St. Louis, Iron Mountain and Southern Rwy. Co. acquired a controlling interest in St. Louis, Watkins and Gulf Rwy. Co. in 1904.	Chronicle.
Total operated mileage of Missouri Pacific System.	7,814.07				

Principal minority holdings.	Authority.
The Missouri Pacific System owns various minority interests in railway operating companies, the principal of which are below shown:	
Missouri Pacific Rwy. Co. owns 38.96 per cent of common and 16.44 per cent of preferred stock of Denver and Rio Grande R. R. Co., which, with its controlled line, on June 30, 1904, operated 2,640.99 miles.	I. C. C.
Missouri Pacific Rwy. Co. owns $50,000 of the capital stock of Leavenworth Depot and R. R. Co., which, on June 30, 1904, operated 1.04 miles	I. C. C.
Missouri Pacific Rwy. Co. owns one-ninth of the capital stock of St. Joseph Union Depot Co., which, on June 30, 1904, operated 2.29 miles	I. C. C.
Missouri Pacific Rwy. Co. owns $205,600 ... out of a total issue of $2,882,000 capital stock of Terminal R. R. Association of St. Louis,	I. C. C.
St. Louis, Iron Mountain and Southern Rwy. Co. owns $205,600 ... which, on June 30, 1904, operated 3.88 miles.	
St. Louis, Iron Mountain and Southern Rwy. Co. owns $30,000 ... out of a total issue of $38,761,635 capital stock of Texas and Pacific Rwy. Co., which, on	I. C. C.
Missouri Pacific Rwy. Co. owns $6,525,000 ... June 30, 1904, operated 1,825.65 miles.	
Missouri Pacific Rwy. Co. owns $2,000,000 ... out of a total issue of $24,000,000 preferred stock of Wabash R. R. Co., which, on June 30,	I. C. C.
St. Louis, Iron Mountain and Southern Rwy. Co. owns $6,500,000 ... 1904, operated 2,516.70 miles.	
The Wabash R. R. Co. also has outstanding $38,000,000 common stock and $30,000,000 debenture bonds, holders of which are entitled to vote. Of these debenture bonds, St. Louis, Iron Mountain and Southern Rwy. Co. owns $5,435,000, giving to Missouri Pacific System $13,935,000 out of $92,000,000 stock and bonds of Wabash R. R. Co. having voting powers.	Chronicle.

WABASH SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Wabash R. R. Co	2,516.70				
Wabash-Pittsburg Terminal Rwy. Co.	(a)	Wabash R. R. Co	Stock ownership	Wabash R. R. Co. owns all of the capital stock of Wabash-Pittsburg Terminal Rwy. Co.	I. C. C.
West Side Belt R. R. Co	22.46	Wabash-Pittsburg Terminal Rwy. Co.	do	Wabash-Pittsburg Terminal Rwy. Co. owns all of the capital stock of Pittsburg Terminal R. R. and Coal Co., which owns practically all of the capital stock of West Side Belt R. R. Co.	Chronicle.
Wheeling and Lake Erie R. R. Co.	488.25	do	do	Wabash-Pittsburg Terminal Rwy. Co. owns majority of the capital stock of Wheeling and Lake Erie R. R. Co.	I. C. C.
Pittsburg, Lisbon and Western R. R. Co.	34.92	Wheeling and Lake Erie R. R. Co.	do	Wheeling and Lake Erie R. R. Co. owns all of the capital stock of Pittsburg, Lisbon and Western Rwy. Co.	I. C. C.
Total operated mileage of Wabash system.	3,062.33				

Principal minority holdings.	Authority.
The Wabash System owns various minority interests in railway operating companies, the principal of which are below shown:	
Wabash R. R. Co. owns one-fifth of the capital stock of Belt Rwy. Co., of Chicago, which, on June 30, 1904, operated 47.31 miles	I. C. C.
Wabash R. R. Co. owns 19.5 percent of the capital stock of Hannibal Union Depot Co., which, on June 30, 1904, operated 0.90 mile	I. C. C.
Wabash R. R. Co. owns $205,800 out of a total issue of $2,882,000 stock of Terminal R. R. Assn. of St. Louis, which, on June 30, 1904, operated 3.88 miles	I. C. C.
Wabash R. R. Co. owns one-eleventh of the capital stock of Union Depot Co., Kansas City, which, on June 30, 1904, operated 2.74 miles	I. C. C.

a Went into operation July 2, 1904, with 59.77 miles.

TABLE 2.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

WESTERN MARYLAND SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Western Maryland R. R. Co.	260.29				Chronicle.
West Virginia Central and Pittsburg Rwy. Co.	211.00	Western Maryland R. R. Co.	Stock ownership	Western Maryland R. R. Co. owns all of the capital stock of West Virginia Central and Pittsburg Rwy. Co.	
Total operated mileage of Western Maryland System.	471.29				

ST. LOUIS SOUTHWESTERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
St. Louis Southwestern Rwy. Co.	632.30				
Paragould Southeastern Rwy. Co.	38.00	St. Louis Southwestern Rwy. Co.	Stock ownership	St. Louis Southwestern Rwy. Co. owns majority of the capital stock of Paragould Southeastern Rwy. Co.	I. C. C.
Pine Bluff Arkansas River Rwy. Co.	33.00	do	do	St. Louis Southwestern Rwy. Co. owns all of the capital stock of Pine Bluff Arkansas River Rwy. Co.	I. C. C.
St. Louis Southwestern Rwy. Co. of Texas.	676.62	do	do	St. Louis Southwestern Rwy. Co. owns all of the capital stock of St. Louis Southwestern Rwy. Co. of Texas.	I. C. C.
Total operated mileage of St. Louis Southwestern System.	1,379.92				

TEXAS AND PACIFIC SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Texas and Pacific Rwy. Co	1,825.65				
Denison and Pacific Suburban Rwy. Co.	7.63	Texas and Pacific Rwy. Co.	Stock ownership	Texas and Pacific Rwy. Co. owns all of the capital stock of Denison and Pacific Suburban Rwy. Co.	I. C. C.
Weatherford, Mineral Wells and Northwestern Rwy. Co.	23.00	do	do	Texas and Pacific Rwy. Co. owns nearly all of the capital stock of Weatherford, Mineral Wells and Northwestern Rwy. Co.	I. C. C.
Total operated mileage of Texas and Pacific System.	1,856.28				

DENVER AND RIO GRANDE SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Denver and Rio Grande R. R. Co	2,460.59			Missouri Pacific holdings and Rockefeller interests amount to a considerable majority of the capital stock of Denver and Rio Grande R. R. Co.	Chronicle.
Rio Grande Southern R. R. Co	180.40	Denver and Rio Grande R. R. Co.	Stock ownership	Denver and Rio Grande R. R. Co. owns majority of the capital stock of Rio Grande Southern R. R. Co.	I. C. C.
Western Pacific Rwy. Co	(a)	do	do	Denver and Rio Grande R. R. Co. and its subsidiary, Rio Grande Western R. R. Co., own a majority of the capital stock of Western Pacific Rwy. Co.	Chronicle.
Alameda and San Joaquin R. R. Co.	36.10	Western Pacific Rwy. Co.		Western Pacific Rwy. Co. acquired Alameda and San Joaquin R. R. in February, 1904.	Chronicle.
Boca and Loyalton R. R. Co	39.60	do		Western Pacific Rwy. Co. acquired control of Boca and Loyalton R. R. Co. in March, 1905.	Chronicle.
Total operated mileage of Denver and Rio Grande system.	2,716.69				

[a] Forty miles on June 30, 1905.

Denver and Rio Grande interests and Colorado and Southern Rwy. Co. jointly own all outstanding capital stock of Colorado Midland Rwy, Co., which on June 30, 1904, operated 336.08 miles. Authority: Chronicle.

Denver and Rio Grande R. R. Co. owns one-fifth of the capital stock of Union Depot and Rwy. Co. of Denver, which on June 30, 1904, operated 0.30 mile. Authority: Poor.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

ATLANTIC COAST LINE COMPANY SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Atlantic Coast Line R. R. Co	4,229.31	Atlatic Coast Line Co.	Stock ownership	Atlantic Coast Line Co. owns majority of the capital stock of Atlantic Coast Line R. R. Co.	Chronicle.
Georgia R. R. Co	307.00	Atlantic Coast Line R. R. Co. and Louisville and Nashville R. R. Co.	Lease	Controlling companies are joint owners of leasehold in Georgia R. R., which expires in 1980.	I. C. C.
Augusta Belt Rwy. Co	6.92	do	Stock ownership	Practically all of the capital stock of Augusta Belt Rwy. Co. is owned by owners of leasehold in Georgia R. R.	I. C. C.
Gainesville, Jefferson and Southern R. R. Co.	65.00	Georgia R. R. Co	do	Georgia R. R. Co. owns a majority of the capital stock of Gainesville, Jefferson and Southern R. R. Co.	I. C. C.
Lexington Terminal R. R. Co	3.58	Leaseholders of Georgia R. R.	do	Leaseholders of Georgia R. R. own all of the capital stock of Lexington Terminal R. R. Co.	I. C. C.
Union Point and White Plains R. R. Co.	13.50	Georgia R. R. Co		Georgia R. R. Co. operates Union Point and White Plains R. R. on behalf of owners.	I. C. C.
Louisville and Nashville R. R. Co	3,679.02	Atlantic Coast Line R. R. Co.	Stock ownership	Atlantic Coast Line R. R. Co. owns majority of the capital stock of Louisville and Nashville R. R. Co.	I. C. C.
Atlanta, Knoxville and Northern Rwy. Co.	228.14	Louisville and Nashville R. R. Co.	do	Louisville and Nashville R. R. Co. owns all of the capital stock of Atlanta, Knoxville and Northern Rwy. Co.	I. C. C.
Knoxville, La Follette and Jellico R. R. Co.	(a)	do	do	Louisville and Nashville R. R. Co. owns all of the capital stock of Knoxville, La Follette and Jellico R. R. Co.	I. C. C.
Louisville, Henderson and St. Louis Rwy. Co.	186.00	do	do	Louisville and Nashville R. R. Co. owns majority of the capital stock of Louisville, Henderson and St. Louis Rwy. Co.	Chronicle.
Nashville, Chattanooga and St. Louis Rwy. Co.	1,201.25	do	do	Louisville and Nashville R. R. Co. owns majority of the capital stock of Nashville, Chattanooga and St. Louis Rwy. Co.	I. C. C.
Yellow River R. R. Co	26.41	do	do	Louisville and Nashville R. R. Co. owns all of the capital stock of Yellow River R. R. Co.	I. C. C.
Charleston and Western Carolina Rwy. Co.	341.18	Atlantic Coast Line Co.	do	Atlantic Coast Line Co. owns all of the capital stock of Charleston and Western Carolina Rwy. Co.	Chronicle.
Macon, Dublin and Savannah R. R. Co.	92.00	do	do	All of the capital stock of Macon, Dublin and Savannah R. R. Co. is held in the interest of Atlantic Coast Line Co.	Chronicle.
Northwestern R. R. Co. of South Carolina.	70.05	do	do	All of the capital stock of Northwestern R. R. Co. of South Carolina is held in the interest of Atlantic Coast Line Co.	Poor.
Total operated mileage of Atlantic Coast Line System.	10,449.36				

Principal minority holdings.	Authority.
The Atlantic Coast Line System owns various minority interests in railway operating companies, the principal of which are below shown:	
Charleston and Western Carolina Rwy. Co. and the leaseholders of Georgia R. R., together, own half of the capital stock of Augusta and Summerville R. R. Co., which on June 30, 1904, operated 4.32 miles.	I. C. C
Louisville and Nashville R. R. Co., jointly with Southern Rwy. Co., owns all of the capital stock of Birmingham Southern R. R. Co., which on June 30, 1904, operated 26.24 miles.	I. C. C.
Atlantic Coast Line R. R. Co., jointly with Southern Rwy. Co., owns all of the capital stock of Charleston Terminal Co., which on June 30, 1904, operated 5.02 miles.	Chronicle.
Louisville and Nashville R. R. Co., jointly with Southern Rwy. Co., owns a large majority of the capital stock of Chicage, Indianapolis and Louisville Rwy. Co., which on June 30, 1904, operated 591.51 miles.	Chrnoicle.
Atlantic Coast Line R. R. Co. owns 2 per cent of the capital stock of Columbia, Newberry and Laurens R. R. Co., which on June 30, 1904, operated 75 miles.	I C. C.
Atlantic Coast Line R. R. Co. owns about 22 per cent of the capital stock of East Carolina Rwy. Co., which on June 30, 1904, operated 24.50 miles.	I. C. C.
Atlantic Coast Line R. R. Co. owns one-sixth interest in the capital stock of Richmond-Washington Co., whose controlled lines on June 30, 1904, operated 126.21 miles.	I. C. C.
Chicago, Indianapolis and Louisville Rwy. Co., jointly with Southern Rwy. Co. and Baltimore and Ohio System, owns all of the capital stock of Kentucky and Indiana Bridge and R. R. Co., which on June 30, 1904, operated 6.16 miles.	Chronicle.

[a] None on June 30, 1904; 96.56 miles, June 30, 1905.

ATCHISON SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Atchison, Topeka and Santa Fe Rwy. Co.	[a]6,855.39	.....	.....	.....	
Arizona and Utah Rwy. Co.	29.25	Atchison, Topeka and Santa Fe Rwy. Co.	Stock ownership	Atchison, Topeka and Santa Fe Rwy. Co. owns majority of the capital stock of Arizona and Utah Rwy. Co.	I. C. C.
Beaumont Wharf and Terminal Co.	3.70	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns all of the capital stock of Beaumont Wharf and Terminal Co.	I. C. C.
Cane Belt R. R. Co	104.39	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns all of the capital stock of Cane Belt R. R. Co.	I. C. C.
Grand Canyon Rwy. Co	66.89	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns majority of the capital stock of Grand Canyon Rwy. Co.	I. C. C.
Gulf, Colorado and Santa Fe Rwy. Co.	1,329.05	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns all of the capital stock of Gulf, Colorado and Santa Fe Rwy. Co.	I. C. C.
Pecos Valley and Northeastern Rwy. Co.	221.47	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns majority of the capital stock of Pecos Valley and Northeastern Rwy. Co.	I. C. C.
Pecos and Northern Texas Rwy. Co.	94.50	Pecos Valley and Northeastern Rwy. Co.	do	Pecos Valley and Northeastern Rwy. Co. owns all of the capital stock of Pecos and Northern Texas Rwy. Co.	I. C. C.
Pecos River R. R. Co	54.27	do	do	Pecos Valley and Northeastern Rwy. Co. owns all of the capital stock of Pecos River R. R. Co.	I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

ATCHISON SYSTEM—Continued.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Atchison, Topeka and Santa Fe Rwy. Co.—Continued.					
St. Joseph Terminal R. R. Co	1.02	Atchison, Topeka and Santa Fe Rwy. Co.	Stock ownership	Atchison, Topeka and Santa Fe Rwy. Co. owns half of the capital stock of St. Joseph Terminal R. R. Co.	I. C. C.
San Francisco and Northwestern Rwy. Co.	51.83	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns all of the capital stock of San Francisco and Northwestern Rwy. Co.	I. C. C.
Santa Fe, Prescott and Phoenix Rwy. Co.	307.79	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns practically all of the capital stock of Santa Fe, Prescott and Phoenix Rwy. Co.	I. C. C.
Southern Kansas Rwy. Co. of Texas.	129.17	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns all of the capital stock of Southern Kansas Rwy. Co. of Texas.	I. C. C.
Sunset R. R. Co	41.99	do	do	Atchison, Topeka and Santa Fe Rwy. Co. owns half of the capital stock of Sunset R. R. Co., and Southern Pacific Co. owns practically all of remainder.	I. C. C.
Total operated mileage of Atchison System.	9,290.71				

Principal minority holdings.	Authority.
The Atchison System owns various minority interests in railway operating companies, the principal of which are below shown:	
Atchison, Topeka and Santa Fe Rwy. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Rwy. Co., which, on June 30, 1904, operated 7.00 miles.	I. C. C.
Atchison, Topeka and Santa Fe Rwy. Co. owns one-half of the capital stock of Kansas City Belt Rwy. Co., which, on June 30, 1904, operated 8.70 miles	I. C. C.
Atchison, Topeka and Santa Fe Rwy. Co., jointly with St. Louis and San Francisco R. R. Co., owns all of the capital stock of Kansas Southwestern Rwy. Co., which, on June 30, 1904, operated 59.70 miles.	I. C. C.
Atchison, Topeka and Santa Fe Rwy. Co., jointly with Union Pacific R. R. Co., owns all of the capital stock of Leavenworth and Topeka Rwy. Co., which, on June 30, 1904, operated 56.12 miles.	I. C. C.
Atchison, Topeka and Santa Fe Rwy. Co. owns $12,500 of the capital stock of Leavenworth Depot and R. R. Co., which, on June 30, 1904, operated 1.04 miles.	I. C. C.
Atchison, Topeka and Santa Fe Rwy. Co. owns one-ninth of the capital stock of St. Joseph Union Depot Co., which, on June 30, 1904, operated 2.29 miles	I. C. C.
Atchison, Topeka and Santa Fe Rwy. Co. owns one-eleventh of the capital stock of Union Depot Co., Kansas City, which, on June 30, 1904, operated 2.74 miles.	I. C. C.

[a] Includes Coast Lines division.

NEW YORK, NEW HAVEN AND HARTFORD SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
New York, New Haven and Hartford R. R. Co.	2,057.96	.....	.....	.....	
Central New England Rwy. Co	198.71	New York, New Haven and Hartford R. R. Co.	Stock ownership	New York, New Haven and Hartford R. R. Co. owns a majority of the capital stock of Central New England Rwy. Co.	I. C. C.
Newburg, Dutchess and Connecticut R. R. Co.	58.84	.....do	.....do	New York, New Haven and Hartford R. R. Co. owns a majority of the stock of Newburg, Dutchess and Connecticut R. R. Co.	Chronicle.
New York, Ontario and Western Rwy. Co.	548.40	.....do	.....do	New York, New Haven and Hartford R. R. Co. owns a majority of the stock of New York, Ontario and Western Rwy. Co.	Chronicle.
Union Freight R. R. Co	2.43	.....do	Lease and stock ownership.	New York, New Haven and Hartford R. R. Co., through its leased lines, Old Colony R. R. and Boston and Providence R. R., controls entire outstanding stock of Union Freight R. R. Co.	I. C. C.
Wood River Branch R. R. Co.....	5.70	.....do	Stock ownership	New York, New Haven and Hartford R. R. Co. owns a majority of the capital stock of Wood River Branch R. R. Co.	I. C. C.
Total operated mileage of New York, New Haven and Hartford System.	2,872.04				

Principal minority holding.	Authority.
The New York, New Haven and Hartford System also owns minority interests in operating railway companies as below shown: New York, New Haven and Hartford R. R. Co. owns $18,700 out of a total issue of $133,800 stock of Narragansett Pier R. R. Co., which on June 30, 1904, operated 8.50 miles	I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

ILLINOIS CENTRAL SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Illinois Central R. R. Co	4,373.72				
Yazoo and Mississippi Valley R. R. Co	1,175.46	Illinois Central R. R. Co.		Illinois Central R. R. Co. controls Yazoo and Mississippi Valley R. R. Co.	Moody.
Total operated mileage of Illinois Central System.	5,549.18				

Principal minority holdings.	Authority.
The Illinois Central System owns various minority interests in railway operating companies, the principal of which are below shown:	
Illinois Central R. R. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Rwy. Co., which, on June 30, 1904, operated 7.00 miles	I. C. C.
Illinois Central R. R. Co. owns one-fourth of the capital stock of St. Charles Air Line R. R. Co., which, on June 30, 1904, operated 0.76 mile	I. C. C.

CHICAGO, MILWAUKEE AND ST. PAUL SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Chicago, Milwaukee and St. Paul Rwy. Co.	7,130.61				
Davenport, Rock Island and Northwestern Rwy. Co.	48.93	Chicago, Milwaukee and St. Paul Rwy. Co.	Stock ownership	Chicago, Milwaukee and St. Paul Rwy. Co. owns majority of the capital stock of Davenport, Rock Island and Northwestern Rwy. Co.	I. C. C.
Wisconsin Western R. R. Co	51.97	do	do	Chicago, Milwaukee and St. Paul Rwy. Co. owns all of the capital stock of Wisconsin Western R. R. Co.	I. C. C.
Total operated mileage of Chicago, Milwaukee and St. Paul System.	7,231.51				

Principal minority holdings.	Authority.
The Chicago, Milwaukee and St. Paul System owns minority interests in various railway operating companies, the principal of which are below shown:	
Chicago, Milwaukee and St. Paul Rwy. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Rwy. Co., which on June 30, 1904, operated 7.00 miles.	I. C. C.
Chicago, Milwaukee and St. Paul Rwy. Co. owns one-fourth of the capital stock of Des Moines Union Rwy. Co., which on June 30, 1904, operated 4.00 miles.	I. C. C.
Chicago, Milwaukee and St. Paul Rwy. Co. owns one-fifth of the capital stock of Kansas City Belt Rwy. Co., which on June 30, 1904, operated 8.70 miles....	I. C. C.
Chicago, Milwaukee and St. Paul Rwy. Co. owns one-half of the capital stock of Minneapolis Eastern Rwy. Co., which on June 30, 1904, operated 1.13 miles.	I. C. C.
Chicago, Milwaukee and St. Paul Rwy. Co. owns one-tenth of the capital stock of Minnesota Transfer Rwy. Co., which on June 30, 1904, operated 13.54 miles.	I. C. C.
Chicago, Milwaukee and St. Paul Rwy. Co. owns one-ninth of the capital stock of St. Paul Union Depot Co., which on June 30, 1904, operated 8.76 miles.....	I. C. C.

BOSTON AND MAINE SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Boston & Maine R. R. Co.....	[a]2,290.30	.....	.....	.....	
Maine Central R. R. Co	[b]815.93	Boston and Maine R. R. Co.	Stock ownership	Boston and Maine R. R. Co. owns a majority of the capital stock of Maine Central R. R. Co.	I. C. C.
Washington County Rwy. Co....	[c]136.54	Maine Central R. R. Co.	.....do	Maine Central R. R. Co. owns all of the capital stock of Washington County Rwy. Co.	I. C. C.
Mount Washington R. R. Co	3.33	Boston and Maine R. R. Co.	Lease and stock ownership.	Concord and Montreal R. R. Co., which is leased to Boston and Maine R. R. Co., owns all of the capital stock of Mount Washington R. R. Co.	I. C. C.
St. Johnsbury and Lake Champlain R. R. Co.	131.50	.....do	.....do	Boston and Lowell R. R. Co., which is leased to Boston and Maine R. R. Co., owns a majority of the capital stock of St. Johnsbury and Lake Champlain R. R. Co.	I. C. C.
Vermont Valley R. R. Co	24.00	.....do	Lease.....	Lessor receives gross earnings less operating expenses, taxes, and interest on bonds.	I. C. C.
Sullivan County R. R. Co.....	26.00	.....do	.....do	.....do	I. C. C.
York Harbor and Beach R. R. Co...	11.51	.....do	Stock ownership	Boston and Maine R. R. Co. owns a majority of the capital stock of York Harbor and Beach R. R. Co.	I. C. C.
Total operated mileage of Boston and Maine System.	3,439.11				
United States portion.....	3,343.77				

[a] Includes 38.41 miles not in United States. [b] Includes 52.18 miles not in United States. [c] Includes 4.75 miles not in United States.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

MISSOURI, KANSAS AND TEXAS SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Missouri, Kansas and Texas Rwy. Co	3,042.57				
Galveston, Houston and Henderson R. R. Co.	50.00	Missouri, Kansas and Texas Rwy. Co.	Stock ownership	Missouri, Kansas and Texas Rwy. Co. owns half of the capital stock of Galveston, Houston and Henderson R. R. Co.	I. C. C.
Total operated mileage of Missouri, Kansas and Texas System.	3,092.57				

Principal minority holdings.	Authority.
The Missouri, Kansas and Texas System owns various minority interests in railway operating companies, the principal of which are below shown:	
Missouri, Kansas and Texas Rwy. Co. owns 19.5 per cent of the capital stock of Hannibal Union Depot Co., which, on June 30, 1904, operated 0.90 mile	I. C. C.
Missouri, Kansas and Texas Rwy. Co. owns one half of the capital stock of Galveston, Houston and Henderson R. R. Co., which on June 30, 1904, operated 50 miles.	I. C. C.
Missouri, Kansas and Texas Rwy. Co. owns $205,800 out of a total issue of $2,882,000 capital stock of Terminal R. R. Association of St. Louis, which, on June 30, 1904, operated 3.88 miles.	I. C. C.

UNITED STATES STEEL CORPORATION'S SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Benwood and Wheeling Connecting Rwy. Co.	10.20			The various railway companies shown in this part of the table are controlled by the United States Steel Corporation through its subsidiary corporations, as may be seen by consulting the Third Annual Report of the United States Steel Corporation. Such meager details as are shown herein are from Moody.	
Bessemer and Lake Erie R. R. Co	244.28	Carnegie Steel Co			
Chicago, Lake Shore and Eastern Rwy. Co.	352.49	Illinois Steel Co	Stock ownership		
Donora Southern R. R. Co	3.50				
Duluth and Iron Range R. R. Co	211.68				

Duluth, Missabe and Northern Rwy. Co.	171.46				
Elgin, Joliet and Eastern Rwy. Co.	225.62				
Ellwood, Anderson and Lapel R. R. Co.	1.10				
Etna and Montrose R. R. Co.	2.00				
Johnstown and Stony Creek R. R. Co.	2.44				
Lake Terminal R. R. Co.	11.66	Federal Steel Co.	Stock ownership.		
McKeesport Connecting R. R. Co.	.58				
Mercer Valley R. R. Co.	3.00				
Mount Pleasant and Latrobe R. R. Co.	1.06				
Newburgh and South Shore Rwy. Co.	9.53	American Steel and Wire Co.	Stock ownership.		
Northern Liberties Rwy. Co.	1.50				
Pittsburgh and Ohio Valley Rwy. Co.	13.09				
St. Clair Terminal R. R. Co.	6.70	Clairton Steel Co.	Stock ownership.		
Southwest Connecting Rwy. Co.	1.67				
Union R. R. Co. of Pennsylvania	21.94				
Waukegan and Mississippi Valley Rwy. Co.	3.75	American Steel and Wire Co.	Stock ownership.		
Total operated mileage of United States Steel Corporation Railway System	1,299.20				

COLORADO AND SOUTHERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Colorado and Southern Rwy. Co.	1,120.40				
Colorado Springs and Cripple Creek District Rwy. Co.	75.28	Colorado and Southern Rwy. Co.	Stock ownership	Colorado and Southern Rwy. Co. owns a majority of the capital stock of Colorado Springs and Cripple Creek District Rwy. Co.	I. C. C.
Fort Worth and Denver City Rwy. Co.	453.57	do	do	Colorado and Southern Rwy. Co. owns a majority of the capital stock of Fort Worth and Denver City Rwy. Co.	I. C. C.
Trinity and Brazos Valley Rwy. Co.	78.93	do		Colorado and Southern Rwy. Co. acquired Trinity and Brazos Valley Rwy., April, 1905.	Chronicle.
Total operated mileage of Colorado and Southern System.	1,728.18				

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

PRINCIPAL MINORITY HOLDINGS.

	Authority.
The Colorado and Southern System owns various minority interests in railway operating companies, the principal of which are below shown:	
Colorado and Southern Rwy. Co., jointly with Denver and Rio Grande interests, owns all outstanding capital stock of Colorado Midland Rwy. Co., which, on June 30, 1904, operated 336.08 miles.	Chronicle.
Colorado and Southern Rwy. Co. owns one-fifth of the capital stock of Union Depot and Rwy. Co. of Denver, which on June 30, 1904, operated 0.30 mile.....	I. C. C.

MINNEAPOLIS AND ST. LOUIS SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Minneapolis and St. Louis R. R. Co.....	641.84	.....	.....	.....	
Iowa Central Rwy. Co.....	558.43	Minneapolis and St. Louis R. R. Co. interests.	Stock ownership	"In June, 1900, Minneapolis and St. Louis interests obtained control through purchase of common stock of Iowa Central Rwy. Co."	Chronicle.
Albia and Centerville Rwy. Co..	24.44	Iowa Central Rwy. Co.	Operating agreement.	Iowa Central Rwy. Co. furnishes equipment and operates Albia and Centerville Rwy. Co.	I. C. C.
Total operated mileage of Minneapolis and St. Louis System.	1,224.71				

The Minneapolis and St. Louis R. R. Co. owns one-ninth of the capital stock of St. Paul Union Depot Co., which, on June 30, 1904, operated 8.76 miles. Authority: Chronicle.

SEABOARD COMPANY SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Seaboard Air Line Rwy. Co	2,610.97	Seaboard Co	Stock ownership	Seaboard Company owns a majority of the capital stock of Seaboard Air Line Rwy. Co.	Chronicle.
Atlanta and Birmingham Air Line Rwy. Co.	120.20	Seaboard Air Line Rwy. Co.	do	Seaboard Air Line Rwy. Co. owns all of the capital stock of Atlanta and Birmingham Air Line Rwy. Co.	I. C. C.
Florida West Shore Rwy. Co	63.74	do	Operating agreement.	Seaboard Air Line Rwy. Co. operates Florida West Shore Rwy. as agent for Florida West Shore Rwy. Co.	I. C. C.
South and Western Rwy. Co	64.00	Seaboard interests	Stock ownership	Seaboard Air Line Rwy. interests control Clinchfield Corporation, which controls South and Western Rwy. Co.	Chronicle.
Total operated mileage of Seaboard System.	2,858.91				

Principal minority holdings.	Authority,
The Seaboard Company System owns various minority interests in railway operating companies, the principal of which are below shown:	
Seaboard Air Line Rwy. Co. owns $83,350 out of total issue of $500,000 capital stock of Columbia, Newberry and Laurens R. R. Co., which on June 30, 1904, operated 75.00 miles.	I. C. C.
Seaboard Air Line Rwy. Co. owns one-fourth of the capital stock of Jacksonville Terminal Co., which on June 30, 1904, operated 16.13 miles	I. C. C.
Seaboard Air Line Rwy. Co. owns one-eighth of the capital stock of Norfolk and Portsmouth Belt Line R. R. Co., which on June 30, 1904, operated 5.80 miles.	I. C. C.
Seaboard Air Line Rwy. Co. owns one-sixth of the capital stock of Richmond-Washington Co., whose controlled lines on June 30, 1904, operated 126.21 miles.	I. C. C.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

GRAND TRUNK SYSTEM IN UNITED STATES.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Atlantic and St. Lawrence R. R. Co.	166.58	Grand Trunk Rwy. Co. of Canada.	Lease	Leased Aug. 5, 1853, for 999 years. Annual rental, 6 per cent on stock and bonds.	I. C. C.
Central Vermont Rwy. Co	405.80	do	Stock ownership	Grand Trunk Rwy. Co. of Canada owns majority of capital stock of Central Vermont Rwy. Co.	I. C. C.
Champlain and St. Lawrence R. R. Co.	1.21	do	Ownership	Grand Trunk Rwy. Co. of Canada owns and operates Champlain and St. Lawrence R. R.	I. C. C.
Chicago, Detroit and Canada Grand Trunk Junction R. R. Co.	59.37	do	Lease	Leased Apr. 1, 1863, for 999 years. Annual rental, 6 per cent on $1,095,000 bonds and 4 per cent $1,095,000 stock.	I. C. C.
Cincinnati, Saginaw and Mackinaw R. R. Co.	53.00	do	do	Leased from Jan. 1, 1901, for 99 years. Annual rental, $43,225	I. C. C.
Detroit, Grand Haven and Milwaukee Rwy. Co.	189.00	do	Stock ownership	Grand Trunk Rwy. Co. of Canada owns entire capital stock of Detroit, Grand Haven and Milwaukee Rwy. Co.	I. C. C.
Grank Trunk Western Rwy. Co	335.18	do	do	Grand Trunk Rwy. Co. of Canada owns entire capital stock of Grand Trunk Western Rwy. Co.	I. C. C.
Lewiston and Auburn Rwy. Co	5.41	do	Lease	Leased Mar. 25, 1874, for 99 years. Annual rental, $18,000.	I. C. C.
Michigan Air Line Rwy. Co	105.60	do	Lease and stock ownership.	Leased at $75,000 per annum. Grand Trunk Rwy. Co. of Canada owns entire capital stock of Michigan Air Line Rwy. Co.	I. C. C.
Toledo, Saginaw and Muskegon Rwy. Co.	117.00	do	Stock ownership	Grand Trunk Rwy. Co. of Canada owns entire capital stock of Toledo, Saginaw and Muskegon Rwy. Co.	I. C. C.
United States and Canada R. R. Co	22.18	do	Lease and stock ownership.	Leased from Jan. 1, 1889, for 21 years. Annual rental, interest, taxes, and assessments. Grand Trunk Rwy. of Canada owns entire capital stock of United States and Canada R. R. Co.	I. C. C
Total operated mileage of Grand Trunk Rwy. System in United States.	1,460.33				

Principal minority holdings.	Authority.
The Grand Trunk System owns various minority interests in railway operating companies, the principal of which, for the United States, are below shown:	
Grand Trunk Junction Rwy. Co., the entire capital stock of which is owned by Grand Trunk Rwy. Co. of Canada, owns one-fifth of the capital stock of Belt Rwy. Co. of Chicago, which, on June 30, 1904, operated 47.31 miles.	I. C. C.
Grand Trunk Western Rwy. Co., jointly with Toledo, St. Louis and Western Rwy. Co., owns the entire capital stock of Detroit and Toledo Shore Line R. R. Co., which, on June 30, 1904, operated 78.90 miles.	I. C. C.

CANADIAN PACIFIC SYSTEM IN UNITED STATES.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Canadian Pacific Rwy. Co.	232.80			Line in Maine	I. C. C.
Duluth, South Shore and Atlantic Rwy. Co.	578.67	Canadian Pacific Rwy. Co.	Stock ownership	Canadian Pacific Rwy. Co. owns majority of capital stock of Duluth, South Shore and Atlantic Rwy. Co.	I. C. C.
Dead River R. R. Co	2.98	Duluth, South Shore and Atlantic Rwy. Co.	Lease	Duluth, South Shore and Atlantic Rwy. Co., under oral agreement, operates and maintains Dead River R. R.	I. C. C.
Mineral Range R. R. Co	140.29	do	Stock ownership	Duluth, South Shore and Atlantic Rwy. Co. owns majority of capital stock of Mineral Range R. R. Co.	I. C. C.
Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	1,648.16	Canadian Pacific Rwy. Co.	do	Canadian Pacific Rwy. Co. owns majority of capital stock of Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	I. C. C.
Montreal and Atlantic Rwy. Co.	184.70	do	do	Canadian Pacific Rwy. Co. owns majority of capital stock of Montreal and Atlantic Rwy. Co.	I. C. C.
Sault Ste. Marie Bridge Co	a 1.22	do	Operating agreement.	Canadian Pacific Rwy. Co. and Duluth, South Shore and Atlantic Rwy. Co. operate Sault Ste. Marie Bridge under an agreement with the proprietors.	I. C. C.
Total operated mileage of Canadian Pacific Railway System in United States.	2,787.96				

PRINCIPAL MINORITY HOLDINGS.	Authority.
The Canadian Pacific System owns various minority interests in railway operating companies, the principal of which, for the United States, are below shown:	
Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co. owns one-tenth of the capital stock of Minnesota Transfer Rwy. Co., which, on June 30, 1904, operated 13.54 miles	I. C. C.
Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co. owns one-ninth of the capital stock of St. Paul Union Depot Co., which, on July 30, 1904, operated 8.76 miles	I. C. C.

a 0.86 mile outside United States.

TABLE II.—*Showing principal railway systems in the United States and the relation of their component parts to the controlling corporation*—Continued.

CENTRAL OF GEORGIA SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Central of Georgia Rwy. Co	1,891.90				
Louisville and Wadley R. R. Co	10.00	Central of Georgia Rwy. Co.	Stock ownership	Central of Georgia Rwy. Co. owns a majority of capital stock of Louisville and Wadley R. R. Co.	I. C. C.
Sylvania Central Rwy. Co	15.00	do	do	Central of Georgia Rwy. Co. owns $75,000 of capital stock of Sylvania Central Rwy. Co.	I. C. C.
Western Rwy. Co. of Alabama	133.09	do	do	Central of Georgia Rwy. Co. owns half of capital stock of Western Rwy. Co. of Alabama, the remainder being owned by Georgia R. R. and Banking Co.	I. C. C.
Wrightsville and Tennille R. R. Co	76.75	do	do	Central of Georgia Rwy. Co. owns majority of capital stock of Wrightsville and Tennille R. R. Co.	I. C. C.
Total operated mileage of Central of Georgia System.	2,126.74				

PRINCIPAL MINORITY HOLDINGS.	Authority.
The Central of Georgia System owns various minority interests in railway operating companies, the principal of which are below shown:	
Central of Georgia Rwy. Co. owns $188,500 out of a total issue of $1,232,000 capital stock of Atlanta and West Point R. R. Co., which, on June 30, 1904, operated 92.20 miles.	I. C. C.
Central of Georgia Rwy. Co. owns one-fourth of the capital stock of Augusta and Summerville R. R. Co., which, on June 30, 1904, operated 4.32 miles	I. C. C.

CHICAGO GREAT WESTERN SYSTEM.

Operating report made in the name of—	Miles operated June 30, 1904.	Controlled by—	Nature of control.	Remarks.	Authority.
Chicago Great Western Rwy. Co	818.73				
Mason City and Fort Dodge R.R.Co.	388.13	Chicago Great Western Rwy. Co.	Stock ownership	Chicago Great Western Rwy. Co. owns a majority of the capital stock of Mason City and Fort Dodge R. R. Co.	I. C. C.
Wisconsin, Minnesota and Pacific R. R. Co.	271.00	do	do	Chicago Great Western Rwy. Co. owns a majority of the capital stock of Wisconsin, Minnesota and Pacific R.R.Co.	I. C. C.
Total operated mileage of Chicago Great Western System.	1,477.86				

Principal minority holdings.	Authority.
The Chicago Great Western System owns various minority interests in railway operating companies, the principal of which are below shown:	
Chicago Great Western Rwy. Co. owns one twenty-fifth of the capital stock of Chicago Union Transfer Rwy. Co., which on June 30, 1904, operated 7.00 miles.	I. C. C.
Chicago Great Western Rwy. Co. owns one-tenth of the capital stock of Minnesota Transfer Rwy. Co., which on June 30, 1904, operated 13.54 miles	I. C. C.
Chicago Great Western Rwy. Co. owns one-ninth of the capital stock of St. Paul Union Depot Co., which on June 30, 1904, operated 8.76 miles	I. C. C.

In the examination of the above tables the peculiar use of the word "system" should not be overlooked. By this word is meant the aggregation of railway elements the control of which rests ultimately in a single corporation. This control may be exercised directly through the corporate ownership of the tangibles, or indirectly through the corporate ownership of all or of a majority of the voting securities of the subsidiary corporation, or it may arise directly from a lease or other operating contract between corporations. The details upon which are based the aggregation and arrangement of the component parts of the various systems presented in Table I will be found in Table II, which gives a detailed analysis of inter-railway organization, and is submitted as the justification of the classification reported in Table I. It also gives the names and mileage of all of the component parts of the systems, and shows the manner in which these systems are held together, so far as their organization depends upon corporate stock ownership or contractual agreement.

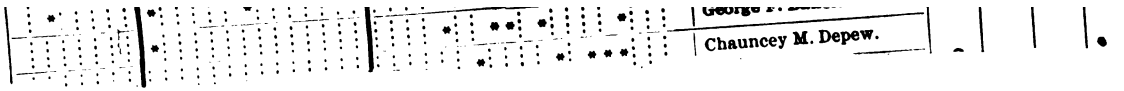
By reference to this table it appears that in most cases the control is exercised by the indirect means of stock ownership, the controlling corporation having the power of electing all or a major part of the directors of the subsidiary corporation, and through these directors of controlling the operations of the corporation.

A variation in the use of the word "system," as just defined, may be found in connection with what is called the Great Northern—Northern Pacific System. Shortly after the organization of the Northern Securities Company in the latter part of 1901 this corporation acquired, in exchange for its own shares, a majority of the shares of the Great Northern Railway Company and a majority of those of the Northern Pacific Railway Company. Later this corporation was adjudged by the Federal courts to be an illegal combination and was ordered dissolved. By the time of such adjudication it had acquired more than 94 per cent of all the shares of the Great Northern Railway Company and more than 99 per cent of all of those of the Northern Pacific Railway Company. The plan of distribution adopted by the Northern Securities Company, and after litigation sustained by the Federal courts, was a pro rata distribution of assets among its shareholders. Thus, it came about that approximately 94 per cent of the shares of the Great Northern Railway Company and about 99 per cent of those of the Northern Pacific Railway Company went into the hands of the same persons. Evidently, if these persons have not changed their holdings of these shares, the control of the two railway corporations is practically as unified as before the dissolution of the Northern Securities Company, since it is scarcely to be supposed that the minority holding of less than 6 per cent of the shares of the Great Northern Railway Company which did not pass into the possession of the Northern Securities Company would ever exercise the balance of power. As there is no public evidence of material changes in the holdings of the shares of these two railway corporations since the dissolution of the Northern Securities Company, the two corporations may fairly be assumed to be at the present time parts of a system which is here called the Great Northern-Northern Pacific System.

The extent of the centralization of control in railway administration is not fully disclosed by the information thus far presented. Com-

*	J. F. Hanson.
*	George R. Harris.
*	Edward C. Henderson.
*	Charles R. Hosmer.

RAILWAY CORPORATIONS.	Number of directors.	H. McK. Twombly.	James Stillman.	E. H. Harriman.
Pennsylvania Railroad Company	17	....	....	....
Baltimore and Ohio Railroad Company	14	....	*	*
Norfolk and Western Railway Company	11	....	....	....
New York Central and Hudson River Railroad Company	13	*	*	....
Chicago and Northwestern Railway Company	17	*	*	....
Cleveland, Cincinnati, Chicago and St. Louis Railway Company	11	*	....	....
Reading Company	9	*	....	....
Chesapeake and Ohio Railway Company	9	*	....	....
Erie Railroad Company	16	*	....	*
Southern Railway Company	12	....	....	....
Delaware, Lackawanna and Western Railroad Company	14	*	*	....
Lehigh Valley Railroad Company	13	*	....	....
Delaware and Hudson Company	13	....	....	*
Great Northern Railway Company	9	....	....	....
Northern Pacific Railway Company	15	....	....	....
Union Pacific Railroad Company	13	....	*	*
Southern Pacific Company	15	....	*	*
Rock Island Company	15	....	....	....
Chicago and Alton Railway Company	11	....	*	*
Missouri Pacific Railway Company	13	....	....	....
Wabash Railroad Company	13	....	....	....
Denver and Rio Grande Railroad Company	9	....	....	....
Texas and Pacific Railway Company	17	....	....	....
St. Louis Southwestern Railway Company	9	....	....	....
Western Maryland Railroad Company	13	....	....	....
Atlantic Coast Line Company	12	....	....	....
Atchison, Topeka and Santa Fe Railway Company	15	....	....	....
New York, New Haven and Hartford Railroad Company	21	*	....	....
Illinois Central Railroad Company	13	....	....	*
Chicago, Milwaukee and St. Paul Railway Company	13	....	....	....
Boston and Maine Railroad Company	13	....	....	....
Missouri, Kansas and Texas Railway Company	16	....	....	....
United States Steel Corporation	24	....	....	....
Colorado and Southern Railway Company	12	....	....	....
Minneapolis and St. Louis Railroad Company	9	....	....	....
Seaboard Company	16	....	....	....
Grand Trunk Railway Company of Canada	11	....	....	....
Canadian Pacific Railway Company	13	....	....	....
Central of Georgia Railway Company	15	....	....	....
Chicago Great Western Railway Company	9	....	....	....


Chauncey M. Depew.

munity of interest and unity of direction extend beyond the contractual or proprietary relations which underlie the systems. This may be termed the control of group interests. It has long been matter of common knowledge that in many cases a comparatively small number of men acting unitedly may, through their ownership or control of stocks in the controlling corporations of two or more systems, unify the operations of those systems in such wise as to produce as harmonious operation as could be had if all the elements were aggregated into a single system. To determine the precise location of ownership of the capital shares of the controlling corporations of the various systems would require access to the stock books of these several corporations. Obviously this was impracticable. The best evidence which it seemed practicable to obtain from public sources in regard to this unification of ownership is that embodied in the personnel of the boards of directors of the controlling corporations of the several systems. When the same individuals constitute harmoniously acting majorities of the boards of directors of two or more corporations, it seems proper to say that the control of the particular corporations whose boards are thus constituted is actually unified. It is the purpose of Table III to show the extent to which concentration of railway control is evidenced by the personnel of boards of railway directors.

An inspection of Table III shows several significant results. It shows, for example, that the majorities of the boards of directors of the corporations under whose control is carried a very large portion of the east-bound traffic traversing that portion of the United States east of the Mississippi river may be selected from a group of persons only 39 in number.

The 9 persons indicated by the asterisks in the first line of Table III constitute a majority of the board of directors of the Pennsylvania Railroad Company. To these may be added four others, making a total of 13 persons, with the result that these 13 constitute majorities of the boards of the Pennsylvania Railroad Company and the Baltimore and Ohio Railroad Company. Inspection shows that these 13 also may control the Norfolk and Western Railway Company, and the systems of these three companies comprise what is in Table I called the Pennsylvania group. Throwing these statements into tabular form we have—

To the preceding total of—	May be added—	Making a total of—	Capable of controlling the boards of directors of all the preceding corporations in this list and that of the—
No persons.....	9 persons	9 persons.....	Pennsylvania Railroad Co.
9 persons	4 persons	13 persons	Baltimore and Ohio R. R. Co.
13 persons	No persons....	13 persons	Norfolk and Western R. R. Co.
13 persons	6 persons	19 persons	New York Central and Hudson River R. R. Co.
19 persons	No persons....	19 persons	Chesapeake and Ohio Rwy. Co.
19 persons	5 persons	24 persons	Chicago and Northwestern Rwy. Co.
24 persons	1 person	25 persons	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.
25 persons	2 persons	27 persons	Reading Co.
27 persons	3 persons	30 persons	Erie R. R. Co.
30 persons	5 persons	35 persons	Southern Rwy. Co.
35 persons	2 persons	37 persons	Delaware, Lackawanna and Western R. R. Co.
37 persons	2 persons	39 persons	Lehigh Valley R. R. Co.
39 persons	4 persons	43 persons	Great Northern Rwy. Co.
43 persons	5 persons	48 persons	Northen Pacific Rwy. Co.
48 persons	2 persons	50 persons	Union Pacific R. R. Co.
50 persons	1 person	51 persons	Southern Pacific Co.
51 persons	6 persons	57 persons	Rock Island Co.

This group of 39 persons (shown above the heavy line in the foregoing) has within its control all railway access to the port of Philadelphia, and practically all of that to the ports of New York and Baltimore. The only exceptions worthy of mention are the New York, New Haven and Hartford and the Central Vermont in connection with New York, and the Western Maryland system in connection with Baltimore. The significance of these systems in this connection may readily be judged upon reference to Table I. A large portion of the export traffic of the port of Boston originating west of the Hudson river is also within the control of this group, as also is a considerable part of the export traffic of the ports of New Orleans, Mobile, Brunswick, Savannah, Charleston, and Norfolk.

If to this group there be added 18 persons, including 6 for the Rock Island system, like influence at the Pacific ports is made possible.

The important systems reaching the Pacific and not with[illegible] control of this group are the Atchison and Canadian Pacific; t[illegible] reaching the Gulf and the South Atlantic are the Atch[illegible] the Gould Group, the Illinois Central System, the Seaboard [illegible] System, and the Atlantic Coast Line Company System. To [illegible] all these systems, except the Canadian Pacific System, will require [illegible] extension of the number of persons in the controlling group to 93. These 93 persons, if they acted together, would be able to control more than 75 per cent of the operated mileage of the country, more than 81 per cent of the gross earnings, more than 87 per cent of the ton-mileage, and more than 82 per cent of the commercial value of the railway-operating property.

It may be proper to say a word with regard to the authorities used in drawing up the table here submitted. Table III is based upon the information contained in the "Railway and Industrial Section" of the Commercial and Financial Chronicle bearing date July 29, 1905, the weekly issues of the Chronicle since that date, to and including October 7, 1905, and such reports of railway corporations for the year ending June 30, 1905, as were filed with the Interstate Commerce Commission prior to October 8. The table is believed to be substantially correct and to indicate fairly the present concentration of railway control through directors.

Table II shows in the column headed "Authority" the source of the particular information covering intercorporation control, the initials "I. C. C." denoting the official reports of railway companies to the Interstate Commerce Commission, the word "Chronicle" denoting the Railway and Industrial Section of the Commercial and Financial Chronicle of July 29, 1905, and subsequent weekly issues of that periodical prior to October 8, 1905, the word "Poor" denoting Poor's Manual of the Railroads of the United States for 1904, and the word "Moody" denoting Moody's Manual of Railroad and Corporation Securities for the year 1905. The stated numbers of miles operated are from the report of the statistician to the Interstate Commerce Commission for the year ending June 30, 1904.

Table I is based with regard to the selection of systems upon Table II, and the statistical data of mileage, earnings, and freight traffic from the official reports of the railway corporations to the Interstate Commerce Commission for the year just stated. The values are, as before stated, compiled from the material used in the preparation of Census Bulletin No. 21.

In view of the extent to which concentration of control has been carried, as indicated by the foregoing table, another question is naturally suggested. Is this form of concentration wholly of recent development, and if not, is the tendency stronger at present than formerly? It is of course apparent that a question of this nature is not capable of definite statistical answer, but some light may be thrown upon it by a comparative study of boards of directors for different years. The tables next introduced attempt such a comparison. They cover the fiscal years 1889, 1898, and 1904. The year 1898 was selected in view of the fact that, beginning with July, 1897, the railways of the United States entered upon the present period of commercial prosperity.

TABLE IV A.—*Number of directors compared with number of corporations and of miles.*

1	2	3	4	5	6	7	8	9	10	11	12
Years.	Operating corporations.			Miles operated.			Total membership of boards of directors.	Individuals belonging to these boards.		Average number of directorships.	
	In the United States.	Included in this report.		In the United States.	Included in this report.					Per operating corporation.	Per 1,000 miles of line.
		No.	Proportion of total. 100×Col. 3. / Col. 2.		No.	Proportion of total. 100×Col. 6. / Col. 5.		No.	Proportion of total membership. 100×Col. 9. / Col. 8.	Col. 8. / Col. 3.	1,000×Col. 8. / Col. 6.
			Per ct.			*Per ct.*			*Per ct.*		
1904	1,314	758	57.69	220,112	211,812	96.22	5,871	4,212	71.75	7.74	27.72
1898	1,192	739	62.00	190,870	178,362	93.46	5,865	4,556	77.68	7.93	32.88
1889	997	559	56.07	160,406	142,346	88.74	4,836	3,665	75.78	8.65	33.97

TABLE IV B.—*Number of operating corporations classified according to the relation of their directors to other operating corporations.*

Item.	Year ending June 30—					
	1904.		1898.		1889.	
	Number.	Per cent.	Number.	Per cent.	Number.	Per cent.
Total number of directors	758	100.00	739	100.00	559	100.00
Having no directors in boards of other companies.	248	32.72	246	33.29	156	27.91
Having 1 director in boards of other companies..	84	11.08	106	14.34	78	13.95
Having 2 directors in boards of other companies..	69	9.10	76	10.28	58	10.38
Having 3 directors in boards of other companies..	73	9.63	71	9.61	59	10.55
Having 4 directors in boards of other companies..	67	8.84	76	10.28	53	9.48
Having 5 directors in boards of other companies.	45	5.94	46	6.22	39	6.98
Having 6 directors in boards of other companies.	44	5.80	34	4.60	37	6.62
Having 7 directors in boards of other companies.	44	5.80	31	4.20	28	5.01
Having 8 directors in boards of other companies.	29	3.83	17	2.30	14	2.50
Having 9 directors in boards of other companies.	9	1.19	15	2.03	11	1.97
Having 10 directors in boards of other companies.	13	1.72	8	1.08	8	1.43
Having 11 directors in boards of other companies.	12	1.58	6	.81	8	1.43
Having 12 directors in boards of other companies.	8	1.06	5	.68	9	1.61
Having 13 directors in boards of other companies.	8	1.06	1	.14	.....	.....
Having 14 directors in boards of other companies.	2	.26	1	.14	.....	.....
Having 15 directors in boards of other companies.	2	.26	.....	.....	1	.18
Having 16 directors in boards of other companies.	1	.13	.....	.....	.....	.....

TABLE IV C.—*Railway mileage classified according to the relations of the directors of the operating corporations to other operating corporations.*

Item.	Year ending June 30—					
	1904.		1898.		1889.	
	Mileage.	Proportion of total.	Mileage.	Proportion of total.	Mileage.	Proportion of total.
	Miles.	*Per cent.*	*Miles.*	*Per cent.*	*Miles.*	*Per cent.*
Total mileage covered by reports	211,812	100.00	178,362	100.00	142,346	100.00
Having no directors in boards of other companies	10,033	4.73	9,375	5.26	9,523	6.69
Having 1 director in boards of other companies	5,413	2.56	8,317	4.66	12,530	8.80
Having 2 directors in boards of other companies	4,541	2.14	9,427	5.28	10,360	7.28
Having 3 directors in boards of other companies	8,643	4.08	13,176	7.39	10,148	7.13
Having 4 directors in boards of other companies	21,618	10.21	15,235	8.54	16,430	11.54
Having 5 directors in boards of other companies	7,956	3.76	20,256	11.36	11,394	8.01
Having 6 directors in boards of other companies	13,181	6.22	16,332	9.16	11,551	8.12
Having 7 directors in boards of other companies	20,381	9.62	14,840	8.32	18,252	12.82
Having 8 directors in boards of other companies	30,470	14.38	20,676	11.59	7,127	5.01
Having 9 directors in boards of other companies	6,149	2.90	18,396	10.31	8,969	6.30
Having 10 directors in boards of other companies	11,132	5.26	4,499	2.52	8,149	5.72
Having 11 directors in boards of other companies	18,486	8.73	11,306	6.34	6,566	4.61
Having 12 directors in boards of other companies	15,002	7.08	9,592	5.38	7,092	4.98
Having 13 directors in boards of other companies	25,450	12.02	5,086	2.85	.....	.....
Having 14 directors in boards of other companies	4,026	1.90	1,849	1.04	.....	.....
Having 15 directors in boards of other companies	7,448	3.52	.....	.....	4,255	2.99
Having 16 directors in boards of other companies	1,883	.89	.....	.....	.....	.....

TABLE IV D.—*Number of individual directors classified according to the numbers of operating corporations to the boards of directors to which they belong.*

Item.	Year ending June 30—					
	1904.		1898.		1889.	
	Number.	Proportion of total.	Number.	Proportion of total.	Number.	Proportion of total.
		Per cent.		*Per cent.*		*Per cent.*
Total number of directors	4,212	100.00	4,556	100.00	3,665	100.00
Belonging to 1 board	3,523	83.64	3,936	86.39	3,138	85.62
Belonging to 2 boards	399	9.47	356	7.82	302	8.24
Belonging to 3 boards	95	2.26	112	2.46	105	2.86
Belonging to 4 boards	72	1.71	52	1.14	39	1.06
Belonging to 5 boards	44	1.04	38	.83	30	.82
Belonging to 6 boards	18	.43	26	.57	14	.38
Belonging to 7 boards	18	.43	13	.29	8	.22
Belonging to 8 boards	6	.14	6	.13	9	.24
Belonging to 9 boards	8	.19	3	.07	7	.19
Belonging to 10 boards	7	.17	6	.13	5	.13
Belonging to 11 boards	4	.10	2	.04	1	.03
Belonging to 12 boards	2	.05	3	.07	1	.03
Belonging to 13 boards	2	.05	1	.02	1	.03
Belonging to 14 boards	4	.10	1	.02	.....	.....
Belonging to 15 boards	2	.05	.....	.....	.....	.....
Belonging to 16 boards	1	.02	1	.02	1	.03
Belonging to 17 boards	2	.05	.....	.....	1	.03
Belonging to 18 boards	1	.02	.....	.....	.....	.....
Belonging to 19 boards	1	.02	.....	.....	.....	.....

TABLE IV D.—*Number of individual directors classified according to the numbers of operating corporations to the boards of directors to which they belong*—Continued.

Item.	Year ending June 30—					
	1904.		1898.		1889.	
	Number.	Proportion of total.	Number.	Proportion of total.	Number.	Proportion of total.
		Per cent.		*Per cent.*		*Per cent.*
Belonging to 20 boards						
Belonging to 21 boards					1	.03
Belonging to 22 boards	1	.02				
Belonging to 23 boards	1	.02				
Belonging to 24 boards	1	.02				
Belonging to 25 boards						
Belonging to 26 boards						
Belonging to 27 boards						
Belonging to 28 boards					1	.03
Belonging to 29 boards						
Belonging to 30 boards					1	.03

Quite a number of significant observations may be drawn from the facts submitted in the above tables. By reference to Table A one may learn the number of operating railway corporations in the United States for the years 1889, 1898, and 1904, as also the number included in this compilation. Thus 56.07 per cent of operating corporations are included in the compilation for the year 1889 and 57.69 per cent for the year 1904. The mileage covered, however, as may be learned from column 7 of this table, was 88.74 per cent in 1889 as against 96.22 per cent in 1904. The significance of these percentages are the most clearly suggested by observing the proportion of mileage of corporations excluded from the compilation during the years in question. Thus, in 1889 the amount of mileage excluded from the investigation was 11.26 per cent of total operated mileage, which was represented by 44.93 per cent of the total number of operating corporations. In 1904, on the other hand, but 3.78 per cent of operated mileage was excluded, represented by 42.31 per cent of the total number of operating corporations. These figures indicate the relatively insignificant character of the large number of railway corporations which are excluded from this report, but which are included in the usual compilations of independent operating railways. This class of railways is composed of branches and spurs, switching lines, industrial lines, and the like, which have, for one reason or another, assumed the form of independent railway corporations.

Columns 8 to 10, inclusive, in Table A, show the total membership of boards of direction and the total number of individuals representing these directorships, and a comparison of the ratio of the latter to the former for the years covered by the investigation may be accepted as indicating the tendency toward concentration of railway control by means of the method under consideration. In 1889 the total number of directorships for the 559 operating corporations was 4,836 as against 5,871 directorships for the 758 railway corporations in 1904. The number of individuals represented on the boards of directors was 3,665 in 1889 as against 4,212 in 1904, the ratio of individuals to directorships being 75.78 to 100 in 1889, as against 71.75 to 100 in 1904. In this connection the figures for the year 1898 are significant. Thus the proportion of individuals to directorships in that year was 77.68 to 100, which shows (assuming that the years covered by the table are typical) that

the tendency toward concentration of railway control of the form under consideration came to be of especial importance beginning with 1898.

The facts submitted in columns 11 and 12 of Table A are also suggestive. Thus the average number of directorships per operating corporation has decreased from 8.65 in 1889 to 7.74 in 1904, while the average number of directorships per 1,000 miles of line has decreased from 33.97 to 27.72.

Table B undertakes a classification of operating corporations according to the relation which their directors sustain to other corporations. Of more significance, however, is Table C, which submits a similar classification upon a mileage basis. As indicating the tendency disclosed by these tables, attention is called to the mileage controlled by corporations having seven directors in boards of other corporations. Referring to the two tables (B and C), it will be observed that in 1889 there were 28 corporations with a mileage of 18,252 miles, having 7 directors in the boards of other companies, while in 1904 there were 44 corporations representing 20,381 miles of line in this class. Other similar comparisons may be made.

In Table D is found yet another classification which shows the number of individual directors according as they are upon one, two, three, or more boards of direction.

While the summaries submitted in Table IV are in no sense conclusive as measuring the concentration of railway control, they do, when taken in connection with the preceding tables, throw considerable light upon the situation.

O

60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 279.

INFORMATION WITH RESPECT TO CERTAIN RAILROAD LAND GRANTS.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING,

IN RESPONSE TO SENATE RESOLUTION OF FEBRUARY 3, 1908, A LETTER FROM THE ATTORNEY-GENERAL, TOGETHER WITH A STATEMENT SHOWING IN DETAIL THE INFORMATION RECEIVED BY THE DEPARTMENT OF JUSTICE WITH RESPECT TO CERTAIN LAND GRANTS.

FEBRUARY 17, 1908.—Read; referred to the Committee on the Judiciary and ordered to be printed.

To the Senate:

In compliance with the resolution of the Senate of February 3, 1908, requesting the President "if not incompatible with the public interest, to inform the Senate what information, if any, has been received, and what action, if any, has been taken by the Department of Justice with respect to the matters and things in the preamble to this resolution set forth," I transmit herewith a letter from the Attorney-General, together with a statement, showing in detail the information received by the Department of Justice with respect to land grants made in the act of Congress approved July 25, 1866, as amended by the acts of June 25, 1868, and April 10, 1869; also the act approved May 4, 1870, which is subject to the partial forfeiture imposed by the act approved January 31, 1885.

THEODORE ROOSEVELT.

THE WHITE HOUSE, *February 17, 1908.*

OFFICE OF THE ATTORNEY-GENERAL,
Washington, D. C., February 14, 1908.

SIR: In accordance with your instructions, I return herewith the resolution adopted by the Senate on February 3, 1908, with a statement showing in detail the information received by the Department with respect to land grants made in the act of Congress approved

July 25, 1866, as amended by the acts of June 25, 1868, and April 10, 1869; also the act approved May 4, 1870, which is subject to the partial forfeiture imposed by the act approved January 31, 1885. In pursuance of these grants, patents for a very large area of public lands have been issued to the Oregon and California Railroad Company, and a smaller, but still considerable, area has been selected by the same corporation, and patents demanded but not yet issued. The history of this entire transaction is given in the inclosed statement, which represents the results of an exhaustive investigation made by order of the Department of Justice during the past year. This Department is prepared to initiate suitable legal proceedings justified by the facts developed through the above-mentioned investigation; has employed suitable special counsel to conduct the said proceedings, and, unless otherwise instructed by the Congress or yourself, will institute the same in the near future.

I remain, sir, yours, very respectfully,

CHARLES J. BONAPARTE,
Attorney-General.

The PRESIDENT,
The White House.

OREGON AND CALIFORNIA RAILROAD LAND GRANTS.

Senate resolution adopted February 3, 1908, recites that "At divers times various railroads and other corporations" have received Congressional land grants, containing provisions restricting the sale of the lands to actual settlers in limited quantities and at a limited price; that "It is currently reported and widely believed that the Department of Justice has information to the effect" that, as to certain grants affecting lands in States on the Pacific slope, the provision restricting sales as above mentioned has been flagrantly violated and evaded. It is then

Resolved, That the President be requested, if not incompatible with the public interest, to inform the Senate what information, if any, has been received, and what action, if any, has been taken by the Department of Justice with respect to the matters and things in the preamble to this resolution set forth.

In the month of March, 1907, the attention of the Department of Justice was directed to certain charges that the terms and conditions of the Congressional land grants of the Oregon and California Railroad Company had been flagrantly violated. So far as known, the subject was never before brought to the attention of any Department or officer of the Government.

The grants in question involve a large amount of land situated in the western part of the State of Oregon.

After a preliminary consideration, a representative of the Department of Justice was sent to Oregon to prosecute a complete investigation of the subject. This work has been pursued without interruption until the present time, and the Department is now preparing to institute proceedings to enforce and protect the rights of the Government in the premises.

The Senate resolution is general in its terms, but it is assumed that it refers to the land grants above mentioned and the work of the Department relating thereto.

TERMS OF THE GRANTS.

By the act of July 25, 1866, as amended by the acts of June 25, 1868, and April 10, 1869, public lands, in alternate odd sections, to the extent of twenty sections per mile, were granted to aid in the construction of a railroad in Oregon, from Portland southerly through the Willamette, Umpqua, and Rogue River valleys, to the boundary line between the States of Oregon and California. A similar grant was made to aid in the construction of a railroad in the State of California to connect therewith, and extending to a point on the Central Pacific Railroad in California, a separate grant being made in each of said States.

By the act of May 4, 1870, public lands, in alternate odd sections, to the extent of twenty sections per mile, were granted to aid in the construction of a railroad from the city of Portland, extending westerly for a distance of 20 miles and thence southerly a distance of 27 miles. The act also extended aid for the construction of a further line to Astoria, but the latter line was never constructed, and that part of the grant was forfeited by the act of January 31, 1885.

The first grant above mentioned contemplated a total of approximately 3,800,000 acres, computed by mileage at the rate of twenty sections per mile. The grant last described, deducting that part subsequently forfeited, embraced approximately 130,000 acres, the area of the latter grant being largely reduced by the overlapping of the former grant.

Both of the grants named became vested in the Oregon and California Railroad Company, a corporation organized under the laws of the State of Oregon. The company last named became vested with the grant first described in April, 1870, at which time only 20 miles of the railroad had been constructed. The latter grant was held by a separate corporation for about ten years, until October 8, 1880, when it likewise was transferred to the Oregon and California Railroad Company. In the meantime the capital stock of both companies had been owned and controlled by the same parties.

The Oregon and California Railroad Company became recognized as the lawful successor to both of the grants, and all patents on account of either grant have been executed to the Oregon and California Railroad Company, and that company has received and administered both of the grants.

Act of July 25, 1866.—The grant of July 25, 1866, as amended by the act of April 10, 1869, contained the following provision:

> *Provided, further,* That the lands granted by the act aforesaid shall be sold to actual settlers only, in quantities not greater than one quarter section to one purchaser, and for a price not exceeding two dollars and fifty cents per acre.

Act of May 4, 1870.—The act of May 4, 1870, contained the following provision:

> SEC. 4. *And be it further enacted,* That the said alternate sections of land granted by this act, excepting only such as are necessary for the company to reserve as depot, stations, side tracks, wood yards, standing ground, and other needful uses in operating the road, shall be sold by the company only to actual settlers in quantities not exceeding one hundred and sixty acres, or a quarter section, to any one settler, and at a price not exceeding two dollars and fifty cents per acre.

A brief financial history of the Oregon and California Railroad Company will assist in presenting this subject.

Shortly after its organization in April, 1870, a construction loan was negotiated in Germany. The bonds were secured by mortgage upon the projected railroad and by trust deed covering the land grant. Construction was prosecuted with considerable vigor until January, 1873, when the funds became exhausted and construction was suspended at Roseburg, a distance of 197 miles from Portland and a little more than one-half the entire road.

Interest payments were defaulted; the German bondholders formed a bondholders' committee composed of bankers of Frankfort on the Main, and the latter sent Henry Villard to Oregon as their representative. In July, 1874, Villard secured control of the funds and finances of the company and foreclosure proceedings were postponed. In February, 1876, the bondholders' committee acquired all of the capital of the railroad. The stock was held by trustees, who elected officers and conducted the affairs of the railroad company for the benefit of the bondholders.

In 1881 Mr. Villard reorganized the company; the old capital stock was canceled, the former bonds were surrendered and new capital stock accepted in lieu thereof, preferred stock to the amount of $12,000,000 representing the principal, and common stock to the amount of $7,000,000 representing the deferred interest. A new construction loan was negotiated. At the time of the surrender of the former bonds and the acceptance of preferred stock therefor, it was agreed that the preferred stock should have a preferred interest in the land grant in case of a liquidation of the company, and this agreement was secured by trust deed.

Mr. Villard resumed construction work and, with the aid of a second loan secured by mortgage upon the railroad, conducted the work until December, 1883, the railroad being thus extended to Ashland, about 30 miles from the State line.

The construction fund again became exhausted. The road was placed in the hands of a receiver in January, 1885, because of nonpayment of interest. The receivership was continued until the Southern Pacific system concluded negotiations to take over the road, which they did in the year 1887. The general features of the acquisition of the road by the Southern Pacific were as follows:

First. All of the capital stock of the Oregon and California Railroad Company was turned over to the Pacific Improvement Company, which was a development company used by the Southern Pacific syndicate composed of Huntington, Stanford, Crocker and Hopkins.

Second. New bonds were issued and guaranteed by the Southern Pacific Company, to an amount sufficient to pay off all of the outstanding indebtedness.

Third. The railroad was then leased to the Southern Pacific Company, which in effect acquired all of its capital stock and then leased the road to itself.

Fourth. The Pacific Improvement Company completed the construction of the railroad to the State line in December, 1887, connecting with the California and Oregon Railroad, which at about the same time was completed from the south.

Through railroad transportation was then established between Portland and San Francisco, and the Oregon and California Rail-

road has since been operated as a part of the Southern Pacific system until taken over by the Harriman lines in 1901.

In the meantime the Southern Pacific interests had already, as early as 1871, acquired the California and Oregon Railroad Company, together with its land grant in the State of California, provided for by this same act of July 25, 1866.

In October, 1901, the control of the Southern Pacific Company was secured by E. H. Harriman and the Union Pacific interests, and at that time the capital stock of the Oregon and California Railroad Company was transferred direct to the Southern Pacific Company, and this condition still continues. In October, 1901, Mr. Harriman was elected president of the Oregon and California Railroad Company, which position he still occupies, and the railroad has been operated as a part of the Harriman lines.

The general history of the company may be summarized by saying that until 1887 it was always crippled in its operation, including the handling of the land grant, by its lack of financial backing, and was never made a profitable enterprise. Since 1887 its condition in this respect has been completely reversed; it has become a very prosperous and profitable enterprise, its financial backing has been almost unlimited, and it has become an indispensable factor of the powerful organization by which it has been absorbed. Prior to its acquisition by the Southern Pacific Company it was a local enterprise, conducted with reference to local commercial and industrial conditions; since that time it has been used by some of the masters of the nation's finance as a mere instrumentality to further the development of a monopoly of transportation affecting a very substantial part of the commerce of the nation. This fact is of vital importance in following the history of the land grants.

When acquired by the Southern Pacific Company, not only did the Oregon and California Railroad become a part of that already formidable system, but its land grants were joined to the still larger land grants of the Southern Pacific system, all of which were handled by a single department, with a common policy, which was quite foreign, and in some respects opposed, to local commercial conditions, to promote which the grant was originally created. The subsequent acquisition of the Southern Pacific by the Union Pacific interests intensified this condition.

CONSTRUCTION OF RAILROADS.

Under the act of May 4, 1870, the railroad was constructed westwardly from Portland to Forest Grove, and thence in a southerly direction to the terminus named in the act—a total of about 47 miles—during the years 1871 and 1872, within the time required by the act. The line to Astoria was never constructed and that part of the grant was forfeited, as above stated.

Under the act of July 25, 1866, as amended, during the years 1870, 1871, and 1872 the railroad was constructed from East Portland to Roseburg, a distance of about 197 miles. Work of construction was then suspended until 1881. The balance of the line, a distance of approximately 175 miles, was constructed during the years 1881, 1882, 1883, and 1887. The act, as amended, required the completion of the road on or before July 1, 1880, but Congress failed to assert forfeiture on account thereof and the default was waived.

SELECTIONS AND PATENTS.

Through a misunderstanding of the law by the Interior Department, upon the filing of maps of location in 1870 to 1873, all lands within the grants were withdrawn from the public domain, including those situated within the indemnity limits. In 1885 the Supreme Court of the United States rendered an opinion correcting this construction of the law, and the order referred to was finally revoked in 1887.

Under the grant of July 25, 1866, selections for the northern part of the grant were filed as rapidly as the road was constructed, and patents therefor were issued from 1871 to 1877. During those years there was selected by and patented to the railroad company on account of the grant of July 25, 1866, 323,184.68 acres.

Taking advantage of the erroneous ruling of the Interior Department, above referred to, no further selections were made by the railroad company, and therefore no further patents were issued. One of the reasons for this conduct was unquestionably the financial condition of the railroad company. By this method taxation was avoided and the payment of the fees for the patenting of the land was postponed.

One of the first steps taken by the Southern Pacific system after acquiring control was to make selections as rapidly as possible for the entire grant.

The issuing of patents was resumed in 1893 and continued without interruption until 1906.

Beginning with the year 1893, patents have been issued on account of the grant of July 25, 1866, to the amount of 2,442,448.45 acres, making a total amount patented to date on account of that grant 2,765,597.13 acres. In addition to this the railroad company has filed selections claiming approximately 300,000 acres more.

No patents were issued on account of the grant of May 4, 1870, prior to the year 1895. Commencing with the year 1895, patents have been issued to the amount of 128,618.13 acres.

The General Land Office has suspended action upon all pending selections because of the contemplated action of the Department of Justice.

Under the two grants there have been patented 2,894,215.26 acres, of which there has been sold 813,908.82 acres, leaving still in the hands of the railroad company 2,080,306.44 acres, and in addition thereto approximately 300,000 acres to which claim has been asserted and issuance of patent has been suspended, as explained.

SALES BY RAILROAD COMPANY.

This subject will be first presented in a general way and then illustrated by tabulated statements.

The manner in which the granted lands have been disposed of may be summarized in a single paragraph:

The provisions of the grants restricting the manner of sales have never been respected. The lands have been sold to any person, whether settler or speculator, in as large quantities as possible and at the highest price possible. In making sales the railroad company has always observed the law of supply and demand and has never obeyed the law of Congress.

While the railroad company has never restricted itself in the manner of making sales to comply with the terms of the grant, it is a fact that for many years the opportunities to violate the conditions of the grant were comparatively few. Prior to the year 1890 the principal demand for these lands was from actual settlers, in small quantities, for the purpose of making homes, with incidental sales to speculators and timber men in comparatively small quantities. After the year 1890 the principal demand was from timber men and speculators in immense quantities, at increasing prices, with only a comparatively few incidental sales to actual settlers; but, while the two periods mentioned present a marked contrast in this respect, there was in fact no change in the policy of the railroad company. Its policy has always been to dispose of the land as advantageously as possible, without the slightest regard to the conditions of the grant. The only change which actually took place was an increase in the opportunities to violate the grant, accompanied by increased facilities on the part of the Southern Pacific interests to take advantage of these opportunities.

During the early history of the grants, most of the adjoining land was still a part of the public domain, subject to appropriation under the public land laws of the United States. By the terms of the granting acts, the minimum purchase price fixed by the Government upon these public lands was $2.50 per acre; so that while there remained a substantial portion of the public domain which could be obtained at that price, it was difficult for the railroad company to secure more; moreover, the existence of this vast amount of public land postponed the activity of the speculator. So that, until about the year 1890, except in a few small localities, there was practically no demand for the railroad land except by actual settlers, persons of limited means, who were able to buy only in small quantities.

It must not be understood, however, that even during this period sales were limited to actual settlers or to small quantities. On the contrary, substantial violations of the terms of the grant occurred from the very beginning. The first conveyances were made in 1872 and have been continued from that time until the present. Among the first conveyances executed in 1872 several instances occur where the land was sold at prices largely in excess of $2.50 per acre, sometimes as high as $10 per acre. In 1874 three instances are found of conveyances to a single purchaser of a quantity exceeding 1,000 acres each. These violations continued throughout the history of the grant.

When the Southern Pacific system secured control of the land grants, the first thing they did was to organize an effective land department. Land examiners and timber cruisers were employed and a force set to work to ascertain and appraise the value of each specific tract of land contained in the grant; this had never been done before. The work was commenced in the summer of 1888. About the year 1890 some of the old and experienced timber men of Michigan, Wisconsin, and Minnesota were attracted by reports as to the timber lands of Oregon. They sent representatives to examine the lands. With their superior information, they readily appreciated the value of these lands. Prior to that time there had been practically no demand, nor a present value of the timber lands. There suddenly arose a tremendous demand for the lands by wealthy timber men and speculators in the

East; the market for such lands developed within the space of a year. The railroad company was quick to see its opportunity to profit by disposing of the lands contrary to the terms of the grant. It immediately began to make sales in quantities ranging from 1,000 to many thousand acres.

Nor was the railroad company unconscious of its offending. It realized the responsibilities it was incurring and adopted significant measures of defense. Prior to 1890 the railroad company had always given conveyances in the so-called "grant, bargain, and sale" form of deed, with implied covenants. There was no reason why it should change so long as it restricted itself to at least a substantial observance of the law. In 1891, however, it changed all of its forms of deeds and contracts and has ever since refused to execute anything but a quitclaim form of deed, except where it had by prior contract obligated itself to do otherwise. This is a most unusual circumstance. The title of the railroad company consisted simply of a grant from the United States. What liability did it seek to avoid by this unusual precaution?

Thus we find at about the year 1890 an unexpected and substantial demand for land, which gave the railroad company an opportunity to make wholesale violations of the terms of the grants, with great profit. It immediately determined to take advantage of that opportunity, wholly ignoring the conditions of the grants and sought protection against responsibility for these violations of the law by the adoption of the quitclaim form of conveyance. This policy was pursued by the company without restriction until 1902, during which period approximately 400,000 acres of land were sold to timber men and speculators, in quantities exceeding 1,000 acres to each purchaser.

Late in the year 1902 the railroad company adopted a new policy and permanently withdrew all of its lands from sale. There then remained in its hands approximately 2,000,000 acres of the grant, besides approximately 300,000 acres claimed but not patented. After having disposed of approximately 800,000 acres, most of it in violation of the terms of the grants, it resolved upon the plan of asserting an absolute, unqualified, and permanent estate in the balance of the grants in its own favor. Various excuses for this step have been given from time to time, the apparent purpose of which was to influence public sentiment on the subject. For a time applicants to purchase were informed that by reason of a confusion of the records of the company it was necessary to make a complete check of its titles to ascertain what land remained for sale. The San Francisco fire was used as an excuse for some time, it being explained that the records of the company had been destroyed and with them its information concerning its holdings. By these various excuses public sentiment was restrained until comparatively a short time ago, when the aggravated industrial and commercial conditions resulting from the policy of the railroad company brought forth vigorous protests, which were called to the attention of the Department of Justice in March, 1907. In a public speech at Oakland, Cal., during September, 1907, Mr. Harriman, the president of the company, admitted that this policy was intended to be permanent.

Tabulated statements.—As a part of the work heretofore prosecuted by the Department of Justice, a complete statement has been obtained

from the public records, the records of the railroad company and other sources, showing all sales made by the railroad company. The work in Oregon was completed November 1, 1907. Records made since that time are therefore not included in the statements tabulated. These statements include all conveyances executed by the railroad company, together with all contracts now pending. As to the former, the exact purchase price was ascertained in each instance; as to the latter, this was impossible; but sufficient information was obtained to justify the estimate of $7 per acre as the average purchase price of the pending contracts, and this estimate is used so far as contracts are concerned in making up the following statements.

In these compilations no attempt has been made to distinguish sales to actual settlers from sales to speculators. It may be safely stated, however, that none of the large sales are to actual settlers, and that even a large proportion of the smaller sales were made to speculators.

Total sales.

Conveyances.	Number.	Acres.	Purchase price.
DEEDS.			
Act of July 25, 1866	4,159	588,078.62	$2,901,954.68
Act of May 4, 1870	246	22,136.78	86,450.30
Total deeds	4,405	610,215.40	2,988,404.98
PENDING CONTRACTS.			
Act of July 25, 1866	883	154,335.16	1,080,346.12
Act of May 4, 1870	35	49,358.26	345,507.82
Total contracts	918	203,693.42	1,425,853.94
Total sales	5,323	813,908.82	4,414,258.92

Average purchase price per acre, approximately, $5.42.

The following statement has been prepared to demonstrate the extent to which the conditions of the grant have been violated in the disposition of the lands. The sales are classified according to the number of acres conveyed and the purchase price. Conveyances for 160 acres or less are classified to indicate those wherein the purchase price exceeded $2.50 per acre. As to conveyances for more than 160 acres, this distinction is not observed, because the excessive quantity of land conveyed rendered such conveyances violations of the conditions of the grant. It may be stated, however, that with two or three unimportant exceptions all of the conveyances of large qauntities are also at a price in excess of $2.50 per acre. Both grants are included in the following statements. Conveyances are treated separately from pending contracts.

Deeds conveying—	Number.	Acres.	Purchase price.
160 acres or less, at $2.50 per acre or less	1,947	127,418.57	$282,091.33
160 acres or less, at a price exceeding $2.50 per acre	2,148	120,205.05	493,098.30
Exceeding 160 acres, but less than 640 acres	233	75,023.41	250,885.52
Exceeding 640 acres, but less than 2,000 acres	46	51,102.02	335,555.91
2,000 acres or more	31	236,466.35	1,626,773.92
Total deeds	4,405	610,215.40	2,988,404.98

The following statement contains the same information concerning pending contracts, except that no distinction is made as to purchase price for the reason that all of the pending contracts are for a price in excess of $2.50 per acre:

Contracts to convey—	Number.	Acres.	Purchase price.
160 acres or less	857	50,356.58	$352,496.06
Exceeding 160 acres, but less than 640 acres	46	16,876.63	118,136.41
Exceeding 640 acres, but less than 2,000 acres	7	6,700.36	46,902.52
Exceeding 2,000 acres	8	129,759.85	908,318.95
Total contracts	918	203,693.42	1,425,853.94

Combining conveyances with pending contracts, we have the following:

	Number.	Acres.	Purchase price.
Sales within limitations both as to quantity and purchase price.	1,947	127,418.57	$282,091.33
Sales within limitations as to quantity, but at a price exceeding $2.50 per acre	3,005	170,561.63	845,594.36
Sales in quantities exceeding 160 acres	371	515,928.62	3,286,573.23
Total sales	5,323	813,908.82	4,414,258.92

To illustrate the point that the large substantial violations have occurred recently, the following statement has been prepared. The sales are compiled by two periods, the first one from 1872 to 1897, inclusive, and the second one from 1898 to 1907, inclusive:

	1872 to 1897.		1898 to 1907.	
	Acres.	Purchase price.	Acres.	Purchase price.
160 acres or less, at $2.50 per acre or less	100,458.16	$215,879.47	26,960.41	$66,211.86
160 acres or less, at a price exceeding $2.50 per acre	55,240.39	206,140.32	115,321.24	639,454.04
Exceeding 160 acres, but less than 640 acres	34,223.59	80,388.75	57,676.45	288,633.18
Exceeding 640 acres, but less than 2,000 acres	11,698.54	42,117.21	46,103.84	340,341.22
Exceeding 2,000 acres	2,234.70	4,579.40	363,991.50	2,530,513.47
Total	203,855.38	549,105.15	610,053.44	3,865,153.77

The following table contains comparative totals of sales in quantities exceeding 160 acres, complied for the same periods:

Period.	Acres.	Purchase price.
1872 to 1897	48,156.83	$127,085.36
1898 to 1907	467,771.79	3,159,487.87

Again, taking the sales in quantities exceeding 2,000 acres, the contrast is even more marked, as appears in the following table:

Period.	Sales.	Acres.	Purchase price.
1872 to 1897	1	2,234.70	$4,579.40
1898 to 1907	39	363,991.50	2,530,513.47

The one instance during the period 1872 to 1897 occurred in the year 1893.

Thus it appears that of 813,908.82 acres sold by the railroad company, only 127,418.57 acres were sold within the limitations of quantity and purchase price prescribed by the grant; and 515,928.62 acres were sold in quantities exceeding 160 acres, of which 363,991.50 acres were conveyed or sold to 38 purchasers in quantities exceeding 2,000 acres to each purchaser, since the year 1897.

The foregoing tabulations appear inconsistent with the former statement that the large sales to timber men and speculators commenced about 1890. A word of explanation is necessary. With but one exception, all of the large sales were made by contract, providing for the payment of the purchase price in from seven to ten annual installments. Therefore, the large sales contracted in 1890 and succeeding years did not appear of record until the deeds were executed, commencing in December, 1897. The foregoing tabulations are based upon the date of the deeds, except as to pending contracts. The one exception referred to was the one instance of the large sale in 1893, which was a sale for cash instead of by contract. It should be added that many of the deeds were not recorded until long after they were executed, and several of the larger deeds have never been recorded.

In the foregoing tabulations no account has been taken of instances where more than one deed was given to a single purchaser. By combining the deeds executed by the railroad company to each purchaser, the extent of the violations will appear considerably greater than shown by the statement. Several purchasers received from ten to thirty deeds each, and in some of these instances each of the deeds was for 160 acres or less, and therefore appear in the compilations as nonviolations.

COMMERCIAL AND INDUSTRIAL EFFECTS.

It is difficult to define but not to appreciate the necessary effects of the policy which has been pursued in the administration of these land grants.

The grants placed in the hands of a single proprietor nearly one-half of the lands of western Oregon, subject to conditions, however, intended to insure the distribution of the land in small quantities among the producing class. Notwithstanding these conditions, the greater portion of the land still remains in the hands of a single proprietor, which refuses to sell it, develop it, or improve it; simply holding it to share the benefits which shall result from the labor of others. The greater part of the land sold went into the hands of proprietors of the same class. In several instances every alternate section in one, two, and even three townships were conveyed to and are still held by a single purchaser, so that the development of the entire country is restricted by the conditions naturally incident to the ownership of one-half of the land by proprietors of this character. The effect of these conditions upon commercial development does not require demonstration.

It is a notorious fact that western Oregon has been developed to the extent of only a small portion of its natural resources.

A large part of the land which has in this manner been placed beyond the reach of the American settler is considered by those most

familiar with its character to be well adapted to make attractive homes for thousands of our citizens, with abundant opportunity for profitable industry.

That the present railroad interests are deliberately using the land grant for the purpose of retarding the development of western Oregon can not be asserted as a fact; but it is certain that its policy has this direct effect, and it is not difficult to understand that a selfish purpose may be subserved thereby. In this connection it is proper to consider that the Oregon and California Railroad Company is now a part of a well-organized transportation system, which controls the commerce of approximately one-third of the United States. So far as western Oregon is concerned, this railroad system not only holds an absolute monopoly of transportation, but, through the manipulation of the land grant, it practically controls production.

The following facts are significant: The present transportation facilities of western Oregon are taxed to their full capacity in handling the products of the country. If the railroad company should abandon its present policy and dispose of its land grant to those who would develop it and subject it to productive industry, it is certain that the increased production of the country would be so greatly in excess of the present transportation facilities that competing transportation lines would be attracted to that State. It is equally certain that, with the Southern Pacific interests controlling substantially one-half of the land, no other transportation company, however formidable, is likely to venture into that territory to engage in competition with a system which virtually controls not only transportation, but also production. More than four-fifths of the land grant now held by the railroad company is situated in southern Oregon. At the time the railroad company withdrew its lands from sale, in 1902, southern Oregon was developing rapidly. It was largely this development which taxed the capacity of the existing transportation facilities. The sale of land was stopped and the development of southern Oregon was checked.

TAXES.

It may possibly be urged that the railroad company has for many years paid taxes in large amounts, and is therefore entitled to equitable consideration. It will be stated that including the year 1907 the railroad company has paid approximately $1,000,000 in taxes. An examination of this question, however, disposes of all apparent equities in favor of the railroad company.

Prior to the year 1891 very little of the land had ever been assessed or listed for taxation. But a small portion of the land grant had been patented; the railroad company had postponed the procuring of patents to avoid taxation. The total taxes paid by the railroad company down to that time did not exceed $75,000. Surely this did not palliate the violations of law which occurred at that time. Several large sales were made in the years 1891, 1892, and 1393, in each of which the excess price charged and received by the railroad company was greater than the total amount of taxes which it had paid to that time.

Since 1891 the greater part of the lands have been listed for taxation; but, until the year 1902, when the railroad company for the first time asserted an absolute, unqualified ownership of the lands, with

no obligation as to the disposition of the same, and permanently withdrew its lands from sale, the assessed valuation of the land was based upon the assumption that the interest of the railroad company was limited to $2.50 per acre, and therefore the lands were assessed at a nominal valuation averaging approximately 50 cents per acre. So that, down to the year 1902, the amount of taxes paid by the railroad company was still a comparatively small item. After the company adopted its present policy, the county officers of each county instituted the practice of assessing the railroad lands the same as the lands of other proprietors. The various counties have had the lands cruised and their value estimated and assessments made accordingly. The total assessed valuation of the land grant for the year 1907 was approximately $18,000,000, whereas prior to the year 1902 the assessed valuation had never exceeded $2,000,000.

Of the total taxes paid by the railroad company on account of its land grant, from 1870 to the present time, more than one-half has been paid since the year 1902. In other words, the greater portion of the taxes paid by the railroad company down to the present time have been incurred by it as a direct result of its own violation of the law. It is difficult to see how any equities can be predicated upon these facts. Even as it is, the total taxes paid by the railroad company does not average to exceed 40 cents per acre, and but for the increased taxation brought about in the manner heretofore stated would have been but about 15 to 20 cents per acre for the whole thirty-seven years since it acquired the grant.

CONCLUSION.

If the conditions of the grant had been observed, under no circumstances could the railroad company have enjoyed a bounty exceeding approximately $8,000,000 from the disposition of the lands, which it has received. It has already realized approximately $4,500,000, and now asserts absolute ownership to property the assessed valuation of which is $18,000,000.

The grants contained restrictions designed to make the general public welfare superior to any interest which the railroad company should ever possess with respect to the lands granted. Those provisions have been repeatedly violated in the disposition of a large portion of the grants, and because thereof the legal right to permanently ignore them and convert the remainder of the grant into an absolute and unqualified single ownership is now boldly asserted.

That at the expiration of forty years after the enactment of the grants 2,000,000 acres of the lands granted should be vested in a single proprietor, with no public obligation, and virtually controlling the commercial destiny of a large portion of the State of Oregon, is the very evil which the provisions of the grant were designed to avert. Yet that condition now exists, with the assertion of a legal right to make it permanent.

It is confidently believed that substantial remedies exist in favor of the Government. It is the purpose of the Department of Justice to enforce those remedies. It is respectfully suggested, however, that discussion of their form be deferred for presentation before the court to which the cause shall hereafter be addressed.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 283.

INSANE IN DISTRICT OF COLUMBIA.

Mr. GALLINGER presented the following

REPORT OF THE BOARD OF CHARITIES IN REFERENCE TO THE INSANE IN THE DISTRICT OF COLUMBIA.

FEBRUARY 18, 1908.—Referred to the Committee on the District of Columbia and ordered to be printed.

FEBRUARY 13, 1908.

To the Commissioners of the District of Columbia.

GENTLEMEN: The Board of Charities submits the following report in reference to the insane in the District of Columbia:

The board has given special consideration to this subject for the past two years. At the suggestion of the Commissioners we have postponed the presentation of this report, awaiting the report of a special committee, consisting of Drs. W. L. Robins, W. P. Compton, and J. C. Simpson, who were requested by the Commissioners to "furnish them for the use of the Board of Charities of the District with any information within their knowledge which relates to the increased insanity in the District, its causes, the remedy if any, the expense of maintenance of the insane in the District as compared with insane asylums elsewhere, and the modern methods of care and treatment of the insane, especially of acute cases." This committee submitted under date of January 18, 1908, an interesting and comprehensive report, which has been given careful consideration by the Board of Charities. The Board has also carefully considered suggestions made in "A comparative study of the care and treatment of the insane in the District of Columbia and elsewhere in the United States," by Dr. Charles M. Emmons, which was referred to us by the Commissioners.

The information contained in the report of the committee of physicians in reference to the increase of insanity and the cost at various institutions throughout the country agrees substantially with the information already collected by the Board.

With some of the suggestions made in the special committee's report the Board of Charities is in hearty accord, while it dissents from other suggestions, giving the reasons therefor. Specific reference is made to these points in the course of the report. For the purpose of convenience we submit the report under three general divisions: (1) As to the number of insane, increase of insanity in the District of Columbia, comparison with other communities, probable causes of increase, etc.; (2) method of treatment; (3) cost.

1. NUMBER OF INSANE.

INCREASE IN INSANITY MORE APPARENT THAN REAL.

It has been very generally supposed that there has been a great increase in the rate of insanity throughout the country in the past twenty years, and this apparent increase is noticeable in the District of Columbia as in other communities. We desire to say at the outset, however, that the supposed increase of insanity has been more apparent than real, and while there may doubtless have been a considerable increase in the rate of insanity there is at present no information available to demonstrate this fact. Practically the only statistics available in this country are statistics showing the number of insane in institutions specially provided for the treatment of this class. The statistics do not include a vast number of insane persons in almshouses and county hospitals, nor do they include any insane resident in their homes. The increase of the number of insane in institutions has been very marked. The special census bulletin for 1904 on the insane and feeble-minded in institutions gives the following statistics in reference to the country at large:

Number of insane in institutions, per 100,000 population—	
June 1, 1880	81.6
June 1, 1890	118.2
December 31, 1903	186.2

This increase of insane in institutions is manifested throughout the country, but it has been greater in some sections than in others. A careful study of the census tables in the special bulletin above referred to clearly indicates that the increased number of insane in institutions in one State as compared with another State can be accounted for readily by the fact that the one State has provided more adequate hospital facilities than the other.

For instance, the group of States known as the North Atlantic division (which States have generally very adequate hospital facilities) shows an increase in the number of insane in hospitals between 1890 and 1903 more than twice as great as is the case in the South Atlantic group, where hospital facilities are much less adequate.

Mr. John Korem, the expert special agent under whose direction the special census bulletin on the insane and feeble-minded was prepared, says editorially in that bulletin: "The differences between ratios, and they are all in the direction of an increase, show primarily the extent to which hospitals are being utilized in the different communities, and not how many insane there are found in the population." The Board submits, therefore, that while there has probably been an increase in the rate of insanity, such increase has been greatly exaggerated in the public mind, because the statistics [illegible] available furnish information only in reference to the numb[illegible] insane in institutions, and not the total number of insane [illegible] the community. These statistics indicate clearly, as above pointed out, that the increase in the number of the insane in institutions is to be accounted for very largely by the increased degree to which institutional facilities are made use of, and not by an actual increase in the amount of insanity.

NUMBER OF INSANE IN THE DISTRICT OF COLUMBIA.

Coming more directly to the question of the number of insane in the District of Columbia, the census bulletin does not furnish much information on that point because in giving the figures for the District of Columbia, the insane of the Army and Navy are not separated from the insane from the District. The figures of the census bulletin were compiled for the year 1903. In this year, the population of the District is estimated at 296,035. The daily average number of District insane in the Government Hospital that year was 1,107. This makes a ratio of 373.9 per 100,000 population, a ratio larger than that given for any of the States in the census bulletin, except the State of Nevada, which has a ratio of 472.4. California is given a ratio of 361.3, and New York 339. This would seem to indicate that the District had a much larger insane population than most of the States. It must be borne in mind, however, that the census figures cover only the insane in institutions, and it is fair to assume that in the District of Columbia, which in area is little more than a city and which has a very high-grade institution readily accessible, that there are very few insane persons who are not sent to the asylum. This is not the case in the States generally. Take the State of New York, for instance. The State commission of lunacy of that State estimates the number of insane not in institutions at 6,000. If this number were added to the number in institutions (26,176) we have a total of 32,176, which, taking the population as given in the census bulletin for that year, gives a ratio of 416.4 per 100,000 population, a ratio in excess of that which obtains in the District of Columbia. It is probable, however, that the rate of insanity is greater in New York State than in most of the States, and it is probably also true that the rate in the District is somewhat greater than in most of the States, although it is not alarmingly so.

LARGE NUMBER OF NONRESIDENTS IN THE DISTRICT OF COLUMBIA.

The following table gives the number of admissions of all classes and the daily average number of insane chargeable to the District of Columbia at the Government Hospital for the Insane, 1901 to 1907:

Year.	Resident.	Nonresident.	Total.	Daily average.	Year.	Resident.	Nonresident.	Total.	Daily average.
1901	263	32	295	1,035	1905	349	57	406	1,205
1902	303	56	359	1,094	1906	313	64	377	1,231
1903	327	56	383	1,107	1907	293	68	361	1,260
1904	377	90	467	1,138					

This table shows a gradually increasing daily average, a rate of increase only slightly greater than the corresponding increase in population; and it is encouraging to note that in the past three years the number of admissions has actually decreased.

The number of nonresident cases committed is about one-sixth of the total number. This is undoubtedly a much larger proportion of nonresidents than obtains in the several States and Territories. The presence of so many nonresidents in this community is of course easily accounted for by the presence of the National Government here. From July 1, 1900, to December 31, 1907, the Board of Charities has

succeeded in returning to the places of their proper residence or their friends 406 nonresident persons who were committed to the Government Hospital for the Insane. It is not possible, however, to send away all nonresident cases, because numerous instances occur in which it is impossible to determine any fixed place of residence, and hence the District is obliged to care for the person in question. The number of nonresidents who become a burden upon the District in spite of the utmost vigilance would in large degree account for any excess in the number of insane that this community may show as compared with other communities. Again, there is necessarily a very strict scrutiny here, and there are doubtless numbers of eccentric persons committed to the asylum in the District who would probably be allowed to remain at large in other places, especially in rural communities.

MANY PEOPLE CLAIM RESIDENCE IN THE DISTRICT OF COLUMBIA WHO DO NOT ACTUALLY RESIDE HERE AND ARE NOT COUNTED IN THE POPULATION.

It is a fact worthy of consideration also that a considerable and constantly increasing number of persons, who are employed in the District of Columbia and claim a legal residence therein, in so far as it affects their rights to the enjoyment of its public institutions, schools, etc., nevertheless reside outside the limits of the District and are not reckoned in its population.

NEED OF SCHOOL FOR FEEBLE-MINDED AND HOSPITAL FOR INEBRIATES.

The fact that the District of Columbia has no adequate provision for the treatment of feeble-minded children accounts for the presence of some patients at the Government Hospital for the Insane who might in other communities be provided for in schools for the idiotic and feeble-minded.

Again, the fact that we have at present no adequate provision for the treatment of inebriates results in sending many alcoholic cases to the insane asylum. Definite recommendations for facilities for the care of these two classes are made in that part of the report dealing with "methods of treatment."

CAUSE OF INCREASE OF INSANITY.

The Board appreciates the statement of the special committee of physicians as to the extreme difficulty of determining the causes of insanity and the increased number of insane persons. This difficulty applies not only to the District, but to every other community. It is exemplified by the fact that at a recent international congress of psychiatrists held in Milan a special committee was appointed to determine the etiology of insanity.

Quite a number of experts account for the apparent increase in insanity by the fact that a large number of persons are now treated in institutions who would formerly have been cared for in their homes and would not have been classed as insane.

Professor Dana, of New York, accounts in part for the increase of insanity by the lengthening period of human life. He says: "The average age at death has increased from about 28 in 1840 to 34.5 in 1900, thus bringing more people into the third decade, which is the one most fruitful in insanity."

2. METHODS OF TREATMENT.

Whatever the true cause or causes may be of increased insanity, if increase there be, the Board is deeply impressed with the opinion of experts in the treatment of insanity that nothing definite concerning the causes thereof will ever be known and no brilliant results from treatment secured until persons suffering from incipient insanity are subjected to the same humane and scientific treatment as are patients suffering from other diseases. Such an attempt has been made in over twenty cities in Europe and in several American cities, including New York, Albany, and Ann Arbor, by the establishment of so-called "psychopathic" wards. The beneficent effect of these wards for so-called "suspected" insane persons has been referred to in our annual report for 1907. The very fact that about 25 per cent of all insane persons treated in such hospitals recover permanently and are thus spared the stigma of a commitment to the insane asylum alone justifies the establishment of such wards. We are in full accord with the committee of physicians as to the importance of these psychopathic wards. We are gratified to note that a similar recommendation was made by the Society of Nervous and Mental Diseases, December 3, 1907.

APPROPRIATION FOR PSYCHOPATHIC WARDS.

The Board respectfully recommends, therefore, that an appropriation of $100,000 be made for the erection of suitable buildings for the reception and treatment of suspected insane persons. Since the best results from every point of view may be expected when such pavilions form part of the general hospital, it is recommended that said buildings be erected on the site now owned by the District for general hospital purposes.

VICTIMS OF THE ALCOHOL AND DRUG HABITS.

The Board recognizes that the alcohol and drug habits are two of the best-known causes of insanity, and expresses the hope that the law enacted by Congress restricting the sale of narcotic drugs will tend to lessen the number of insane persons. The Board has already made provisions for the care and treatment of victims of the alcohol and drug habits. The old almshouse building has been remodeled for this purpose, and we have estimated for the necessary appropriation for maintenance for the next fiscal year. We have also submitted to the Commissioners draft of a proposed law, authorizing the legal restraint for treatment of such persons. We believe that when provision is made for the proper care and treatment of the alcohol and drug habitués, the number of commitments to the insane asylum will thereby be considerably lessened.

CARE OF FEEBLE-MINDED AND IDIOTIC CHILDREN.

The Board has been impressed for several years with the necessity for the establishment of an institution for feeble-minded and imbecile children, and has discussed the subject in several of its annual reports. The daily average number of feeble-minded children cared for by the Board of Children's Guardians in institutions in 1901 was 43. In 1907 the number had increased to 56, a number which would be considerably greater were it not for the fact that it has been found im-

possible to secure institutional treatment for feeble-minded colored children in recent years. White children are cared for at Elwyn, Pa., Vineland, N. J., and Falls Church, Va., at an average per capita cost of $225 per annum.

The Board of Children's Guardians has recently encountered great difficulty in placing even white children in institutions outside the District, and has found it impossible to secure institutional care for colored children. There are about 12 of these latter now cared for by families at the rate of from $10 to $15 per month. There are many other feeble-minded children in the District, which are not receiving proper care.

RECOMMEND SEPARATE INSTITUTION FOR FEEBLE-MINDED CHILDREN.

We are of the opinion that feeble-minded children should be cared for in an institution separated entirely from a hospital for the insane. It is the custom in nearly all communities to provide for this class in separate institutions. The administration of such institutions is in many respects different from that of hospitals for the insane. A great deal of attention should be given to the educational side of the work in such an institution. A properly conducted institution for feeble-minded is more of a school than a hospital. The board in its last annual report has made a specific recommendation for the establishment of such a school. We recommend an appropriation of $50,000 for this purpose.

PERSONS SUFFERING FROM SENILE DEMENTIA.

Should the Hospital for the Insane become crowded beyond its normal capacity and additional buildings become necessary, it might be worth while to consider making provision elsewhere for the care of persons suffering from senile dementia, who as a rule simply require good custodial care, not necessarily in a high-grade institution equipped with all modern facilities for the care and treatment of acute cases of insanity. The board has discussed this subject in its annual reports for 1906 and 1907, and has called attention to the fact that there are about 160 such persons now in the Government Hospital for the Insane.

DO NOT RECOMMEND SEPARATE HOSPITALS FOR DISTRICT INSANE.

Aside from the establishment of the psychopathic wards as above suggested and a school for feeble-minded, the board does not recommend any radical change in the present method of treatment of the insane in the District of Columbia. As the result of repeated personal inspections we are of the opinion that the Government Hospital for the Insane is in every respect a high-grade institution, and that the best interests of the District patients would be subserved by continuing to have them treated therein. We can not approve the recommendation of the committee of physicians that a separate institution be established "for the care and treatment of the insane of the Distrcit of Columbia owing to the immense size and crowded condition of the Government Hospital for the Insane." We dissent from this recommendation on the ground both of economy and efficiency. In this connection we invite attention to the following considerations:

(*a*) The act of March 3, 1855, providing for the establishment of the Government Hospital for the Insane clearly contemplated the care in that institution of the insane from the District of Columbia, as shown by the following section of the act:

There shall be in the District of Columbia a Government Hospital for the Insane, and its objects shall be the most humane care and enlightened curative treatment of the insane of the Army and Navy of the United States and of the District of Columbia.

(*b*) There is no evidence of overcrowding at present in the Government Hospital for the Insane, and the records happily show a gradual reduction in the number of annual admissions from 467 in 1904 to 361 in 1907. If the recommendations for the establishment of psychopathic wards and for the treatment of victims of the alchohol and drug habits be carried out the number of District patients in the Government Hospital for the Insane would probably not be greatly increased for several years.

(*c*) As to the immense size of the Government Hospital for the Insane, the committee of physicians does not indicate in what manner the size of the institution militates against the welfare of the patients. Like the small college, doubtless the small hospital has its advantages, but on the other hand, just as the large university affords a wider opportunity for advanced study, so we believe the large hospital is likely to afford better opportunities for the employment of the most advanced and scientific methods. At the same time a large hospital, properly organized on the cottage plan, need not sacrifice the individuality of the patients.

The larger hospital has many evident advantages in the way both of economy and efficiency. Purchases can be made in larger quantities and thus a cheaper price secured. The highest available talent can be employed and the finest equipment installed without increasing the per capita cost to any such extent as would be the case in smaller institutions. The large institution also permits of a much better classification of patients.

(*d*) The average number of District patients in the Government Hospital for the Insane in 1907 was 1,260. To provide the same accommodations as now needed by these patients would involve an expenditure of approximately two and a half million dollars. At a conservative estimate buildings that would afford such accommodations as these patients now enjoy at the Government Hospital for the Insane would cost $2,000 per bed, and to provide for 1,260 patients at this rate would cost $2,520,000. Assuming that the cost of the buildings could be reduced one-half, the total outlay would still be $1,260,000, with correspondingly inferior accommodations and services. In view of the many pressing needs in the District of medical charities such an outlay, in the opinion of the board, would be unwarranted at this time.

(*e*) To provide an independent institution for the District insane would mean the vacation of many expensive buildings at the Government Hospital for the Insane, and it would probably mean an increased per capita cost in both institutions, if the same high grade of efficiency and service is to be maintained.

PERCENTAGE OF RECOVERIES.

Considerable attention has been given by those interested in the welfare of the insane to the percentage of recoveries and deaths. The board finds that in this matter, as in reference to the increase

in insanity, it is practically impossible to secure reliable statistics. It is impossible to compare intelligently, for instance, the efficiency of different hospitals by a comparison of the percentage of recoveries, unless one knows exactly the facts as to certain important conditions. Some hospitals care only for acute cases, and their percentage of recoveries for that reason ought to be high. Other hospitals care only for the chronic insane, and their percentage of recoveries would be extremely low. Again, it is the practice of some institutions to release patients on parole or visits to their friends, and such patients are carried for a considerable time on the hospital roll. On the other hand, in some States a patient who has been discharged as improved is taken from the roll after thirty days and by law is restored to his rights as a person of sound mind.

A table showing the percentage of recoveries and deaths in St. Elizabeth's and other institutions throughout the country is published by the Congressional committee that recently investigated the Government Hospital for the Insane. This table indicates a very creditable showing for the local hospital, although it is explained in the testimony that there is great uncertainty as to the actual value of all such statistics because of the varying circumstances to be taken in consideration in the different hospitals. Dr. H. A. Tobey, superintendent of the Toledo State Hospital for the Insane, Toledo, Ohio, says: "I do not know of anything more misleading than the percentages of recoveries stated in asylum reports."

AFTER CARE OF THE INSANE.

There is no provision for the after care of the insane in the District of Columbia, and we recommend that this subject be given consideration. There are many patients who get along well in institutions and show very marked improvement in their mental condition. Frequently the improvement is so great that the patients are discharged in a practically sound mental condition; yet some of these people are normally of such mental and nervous constitution that they can not stand the strain of life outside the institution and they break down and are returned to the hospital for further treatment. An effort has been made in some communities to provide supervision for these patients after they leave the hospital. The supervision is directed to such things as the finding of employment and encouraging patients in industries and temperate habits. In short, the system of after care of the insane corresponds very closely to the probation system as applied to prisoners released on parole.

EMPLOYMENT.

A large number of the patients at the Government Hospital for the Insane are given employment on the farm and in various duties about the grounds and the buildings. In some institutions experiments have been made in the way of introducing simple industries, so that some form of employment might be offered to all persons capable of doing any useful work. This matter also is worthy of further consideration.

METHODS OF ADMISSION.

Under the present law it is necessary that all persons sent to the Hospital for the Insane be committed by a court and the cases heard before a jury. The very fact of bringing insane persons into court for

trial would have, in most instances, a bad effect upon the patient, and we recommend that the law be so modified as to permit admissions to the Hospital for the Insane in the simplest possible manner consistent with the proper safeguarding of the rights of citizens against improper confinement. In the State of Maryland indigent patients are sent to the asylum on the certificate of two physicians, without any court hearing whatsoever, unless such hearing is requested by patient or some interested friend. It may be that this method is not as safe as the other system, but the board is of the opinion that the process of commitment in the District of Columbia might be greatly simplified and yet properly protect the patient against the danger of improper confinement. If psychopathic pavilions were provided, as recommended, practically all patients should first go to those pavilions for observation, and such cases as needed prolonged treatment at the Hospital for the Insane should be transferred from the psychopathic hospital to the insane asylum with as little legal formality as possible.

3. COST.

In reference to the matter of per capita cost the committee of physicians very properly calls attention to "the difficulty of obtaining the per capita cost of care and treatement of the insane of the several States on a strictly uniform basis. * * * In fact, it might be considered well-nigh impossible to make a really exact statement, unless the books in the various institutions were available and one could be thoroughly informed as to the methods by which the computations are made." An examination of a number of reports makes it evident that these computations are not made on a uniform basis. Some tables of cost include only the matter of actual subsistance, food, and clothing, and in some instances even the clothing is supplied by the friends. Others include items for repairs, and some exclude the item of salaries. Making allowance for all such items, however, there is no doubt that the per capita cost at the Government Hospital for the Insane is higher than in most institutions in the country, although several of the States, notably Wisconsin and Massachusetts, have a rate almost the same, that of Massachusetts being $229.63 per capita, while that of Wisconsin is $211.64, as compared with $220 at the Government Hospital for the Insane. It is worthy of note that both Wisconsin and Massachusetts are noted for the excellence of the care provided for this class of patients.

The standard of care and treatment at the Government Hospital for the Insane is undoubtedly among the best in the country, and therefore necessarily costly. The high cost is due in part, however, to the fact that the hospital is governed by laws and regulations of the Federal Government as to hours of labor, annual leave, etc., that do not affect State institutions. These laws and regulations would of course apply to an institution conducted by the District of Columbia should a separate institution be established for the care of District insane. The per capita cost in such an institution would necessarily be about as great as at the Government Hospital. On the other hand, there is reason to believe that a continuance of the present system of having one large institution may ultimately result in a lower per capita cost for both the local and National Government, on account of the economy incident to administration expenses in one large institution as compared with two small institutions. This is rendered highly

probable by the fact that in spite of increased prices for food and labor during the past five years there has been no increase in the per capita cost of maintenance in the Government Hospital for the Insane.

COST TO THE DISTRICT NOT EXCESSIVE.

It can not properly be said, however, that the cost to the District of Columbia is excessive, when it is borne in mind that the District pays no part of the cost of erection or maintenance of buildings. The cost of buildings at the Government Hospital for the Insane at a conservative estimate would be $2,000 per bed. The interest on such a sum at 2 per cent would be $40 per annum. The District is really therefore paying $220 per annum for a service which represents nearer $260.

Our conclusion in reference to the matter of cost to the District is well expressed in the following paragraph from our annual report for the year 1906:

> In reference to the cost of caring for the indigent insane of the District the rate charged by the Government Hospital for the Insane for the care of District patients is $220 per annum. This is a high per capita cost. The per capita cost in good State hospitals throughout the country varies from about $125 to $200 per annum. The Government Hospital for the Insane is designed primarily for the care of patients from the Army and Navy. There are several reasons why the cost at a Government institution is likely to be greater than in other institutions. For instance, the laws in reference to the hours of labor and the liberal allowance of annual leave and sick leave add very materially to the cost. Moreover, the standard of care at the Government Hospital for the Insane is exceptionally high for an institution for the care of indigent patients. In view of these facts and in consideration of the further fact that the District of Columbia pays no part of the cost of the plant at St. Elizabeth's, the rate charged the District is not exorbitant.

In conclusion, we submit the following summary of our recommendations:

1. That an appropriation of $100,000 be made for the erection of buildings to be used as psychopathic wards for the care and treatment of indigent persons, suffering from diseases of the brain and nervous system, residing in the District of Columbia, said buildings to be located on the site between Brightwood avenue and Fourteenth street, now owned by the District for hospital purposes.

2. That an appropriation of $50,000 be made for the erection of buildings for an institution for the care and treatment, and education so far as possible, of all indigent, imbecile, and feeble-minded children in the District of Columbia, said buildings to be located on the tract of land now owned by the District of Columbia in the southeastern portion of said District and known as "Blue Plains."

3. That a law be enacted authorizing the confinement for treatment of victims of the alcohol and drug habits.

4. That the laws regulating the method of admission to the Government Hospital for the Insane be simplified as far as possible, consistent with the proper safeguarding of individuals against the danger of improper confinement.

Respectfully submitted.

JNO. JOY EDSON, *President*,
GEO. S. WILSON, *Secretary*.

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60TH CONGRESS, 1st Session. | SENATE. | DOCUMENT No. 296.

NATIONAL BANKING ASSOCIATIONS PLACED IN HANDS OF RECEIVERS SINCE JANUARY 1, 1893, ETC.

LETTER

FROM

THE SECRETARY OF THE TREASURY.

TRANSMITTING,

BY DIRECTION OF THE PRESIDENT, CERTAIN INFORMATION CALLED FOR BY SENATE RESOLUTION NO. 63, IN REGARD TO THE NUMBER OF NATIONAL BANKING ASSOCIATIONS THAT HAVE BEEN PLACED IN THE HANDS OF RECEIVERS AS INSOLVENT SINCE JANUARY 1, 1893, ETC.

FEBRUARY 19, 1908.—Referred to the Committee on Finance and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, February 17, 1908.

SIR: I have the honor to transmit herewith, by direction of the President, the information called for by Senate resolution No. 63, dated January 20, 1908, as follows:

Resolved, That the Secretary of the Treasury be, and he is hereby, directed to send to the Senate the following information:

First. The number of national banking associations that have been placed in the hands of receivers as insolvent since January first, eighteen hundred and ninety-three; the capital stock of each such association; the name of the receiver of each such association; the amount of compensation paid to the receiver of each such association, together with the names of all attorneys or special employees under such receiver, together with the compensation paid them for such service, and the States from which they were appointed.

Second. An itemized statement of the amount of money paid out by each receiver to creditors of each national banking association upon the claims proved, to shareholders, if any, and the amount of assessment levied upon shareholders of each such association.

Third. In making appointments for national bank examiners, receivers, or special employees, is the Treasury Department governed by the rules established by the Civil Service Commission to determine the qualifications of applicants, or are such appointments made at the discretion of the Comptroller of the Currency?

Fourth. Have any national bank examiners during the period named been appointed who have not been assigned to a regular district for permanent service? If so, give the names of such examiners, the States from which they were appointed, and the compensation paid in each case.

Fifth. Is there any rule to determine the compensation to be paid receivers, attorneys, or special employees of insolvent associations, based upon the capital stock of the association or its resources, or is the fixing of such compensation wholly within the discretion of the Comptroller of the Currency?

The information called for in sections 1 and 2 has been compiled from quarterly reports of receivers to the Comptroller of the Currency, and is contained in 63 large abstract sheets transmitted herewith.

A general summary of the information called for by sections 1 and 2 is as follows:

Total number of national banks placed in charge of receivers from January 1, 1893 to January 31, 1908	306
Total number of receiverships terminated during the same period	230
Number of national banks that have failed subsequent to January 1, 1893, the affairs of which have not been settled	76
Aggregate capital of 306 national banks placed in charge of receivers from January 1, 1893 to January 31, 1908	$48,736,520

Exclusive of banks failing since October 31, 1907, the information requested by section 2 is summarized as follows:

Dividends paid on claims proved	$65,469,012
Offsets allowed and settled	11,798,982
Loans paid and other disbursements	25,171,166
Total received by creditors	102,439,160
Amount returned to shareholders in cash	1,306,243
Nominal value assets returned to shareholders	5,746,086
	7,052,329
Amount of assessment upon shareholders	24,397,240
Collected from such assessment	12,098,328

Of the failures of national banking associations during the period above named, 8 were formerly in voluntary liquidation and 4 were second failures after having been restored to solvency. Included in the number of receiverships terminated, 18 banks were restored to solvency and permitted to resume business.

In addition to the 306 failures referred to, during the period from January 1, 1893, to January 31, 1908, 32 national banks were temporarily placed in charge of receivers but found to be solvent and permitted to resume within the report year. A list of these banks is included in the data.

In addition to the name and compensation of each receiver, attorney, and other employees of receivers, the Senate resolution requires that the State appointed from be set forth after the name of each receiver and other employee of the receivership. There are no papers on file from which this information can be fully and accurately supplied. Receivers were not required to report such information prior to June 30, 1902, when an act of Congress provided that information of this character should thereafter be published in the official register. This information, therefore, except as to receivers, is shown for those employed since that date only.

In this connection, it should be stated that regular attorneys for receivers are appointed generally from the place where the failed bank is located, as are clerks and other employees of the receiver. Special attorneys are employed in places at a distance where it may

be necessary to enforce a collection or to bring suit against a delinquent debtor of the bank. Several expert accountants, however, are transferred from one receivership to another as their services may be required.

Your attention is invited to the fact that the reports submitted by receivers in regard to employees, as required for publication in the official register, show only the names of those actually employed on the date of the report. Receivers immediately upon taking charge of a failed bank employ temporarily a part of the clerical force at work for the bank prior to suspension. While the names and compensation of such temporary clerks, etc., appear in the information compiled for the Senate, there is no record on file from which the additional information can be compiled.

Replying to section 3 of the resolution, in making appointments of national bank examiners, receivers, or special employees, the Department is not governed by the rules established by the Civil Service Commission to determine the qualifications of applicants, as these positions are not within the classified service; but such appointments are made at the discretion of the Comptroller of the Currency, with the exception that national bank examiners are appointed by the Comptroller, with the approval of the Secretary of the Treasury.

Answering section 4 of the resolution, bank examiners have been appointed from time to time without being assigned to any regular district or territory. A list of such unassigned examiners is submitted herewith, showing the date of the appointment of each, State from which appointed, and the compensation paid as far as can be determined by the records of this office. Examiners of this class appointed in 1893 as a rule were placed in charge of one or more of the eighty-seven banks which temporarily suspended during that year but subsequently resumed business. The compensation of these examiners was paid by the bank at the time of resumption, and there is no record in this office of the amount of such compensation.

Replying to section 5 of the resolution, there are no set rules for fixing the compensation of receivers, attorneys, or special employees of insolvent national banks. The salary of a receiver is determined by the amount and character of the assets of the failed bank, and the compensation of an attorney is generally fixed by the amount of service and litigation involved. The clerks employed by receivers are allowed the usual salaries paid for clerical assistance of the character rendered. The fixing of these various compensations is within the discretion of the Comptroller of the Currency.

GEO. B. CORTELYOU,
Secretary of the Treasury.

The PRESIDENT OF THE SENATE.

Names of national bank examiners, appointed since January 1, 1893, not assigned to a permanent district, all of whom are no longer in the service, except those indicated thus (*).

Name.	State appointed from.	Date of appointment as examiner.	Compensation paid for examination.	Date of appointment as receiver.	Remarks.
Abry, E. A	Wyo	July 1, 1893	$1,343.05	Jan. 14, 1893	See receivership 182.
Adams, Frank	Colo	July 6, 1893	590.25	Apr. 24, 1893	See receivership 245.
Adams, Louis B	Utah	July 10, 1893	510.00		
Adams, Fred. W	Tex	July 21, 1893			
Aldrich, J. Frank	Ill	Jan. 4, 1898	0	Oct. 24, 1895[a]	See receiverships 185, 190, 192, 218, 222, 228, 231, 244, 247, 250, 265, 272, 290, 293, 299, 303, 306, 308, 309, 310, 313, 330, 338, 354, 356, 367, 394, 402.
Brown, J. Sam	Kans	July 6, 1893	1,520.70	Oct. 25, 1895[a]	See receiverships 302, 314, 325.
*Brown, Edwin F	Ill	Feb. 5, 1898	0	Jan. 23, 1901[a]	See receiverships 186, 256, 259, 287, 336, 344, 349, 353, 355, 370, 380, 389.
Bollow, William	Wis	Aug. 10, 1893	308.12		
Buxton, John C	N. C	July 8, 1893	600.00		
Crawford, M. L	Iowa	Dec. 22, 1900	2,020.00		
*Currey Arthur L	Ill	Nov. 9, 1905			
Dawes, B. G	Ohio	Dec. 5, 1903			
Doolittle, J. A	Ill	Dec. 22, 1900			
Dyar, W. W	D. C	Sept. 12, 1899	765.00		
Dyer, Chas. A	Wash	June 27, 1893			
*Earling, Peter R	Ill	Oct. 15, 1904	0		See receiverships 439, 450.
*Elliott, Milton C	Va	Jan. 9, 1908			Legal work in Office of Comptroller of Currency in connection with insolvent banks.
Ferris, W. W	Colo	July 5, 1893	541.50		
Findlayson, Robt. M	Iowa	July 10, 1893	0		
Fitch, Henry S	Ill	Apr. 22, 1907			
Foster, Joel W	Wyo	July 21, 1893	433.70		
Hall, Henry M., jr	Ala	Aug. 11, 1893	315.35	Apr. 17, 1893[a]	See receiverships 188, 251.
Kingsbury, Harlan P	Ohio	Jan. 5, 1898			
Knight, E. W	Mont	Aug. 2, 1893		Aug. 9, 1893	See receivership 227.
Lawler, Daniel W	Minn	Aug. 4, 1893	5,750.00		
*Luce, Frank H	Wash	Aug. 23, 1907	628.60		
*Lyons, Robert	Ohio	Oct. 22, 1903	0	Apr. 5, 1904[a]	See receiverships 427, 435, 442, 451, 472, 483, and Office of Comptroller of Currency.
Lyman, Ambrose W	Mont	July 27, 1893	340.00		
Manley, R. F	Ala	Aug. 12, 1893	306.23		
*McCormick, Frank R	Ohio	Sept. 12, 1907	1,455.55	Feb. 13, 1904[a]	See receiverships 413, 423, 446.
McDowell, James	S. Dak	Jan. 26, 1898		May 3, 1898[a]	See receiverships 240, 381.
Moore, I. C	Ohio	Jan. 20, 1899 / Nov. 2, 1901	7,284.90		
Moss, Norman H	Ill	Sept. 19, 1899		Oct. 9, 1899[a]	See receiverships 386, 387.
*Moxey, E. P	Pa	Dec. 30, 1897	0		Special duty, Department of Justice.
*Murray, Chas. C	Pa	Jan. 7, 1906	0	Oct. 12, 1903[a]	See receiverships 416, 438.
*Oldham, F. F	Ohio	Mar. 10, 1903			Special counsel for Comptroller of Currency in connection with insolvent banks.

Ott, Thomas	Va	Dec. 14, 1903			
*Page, John H	Ariz	Nov. 18, 1907		Nov. 8, 1907	See receivership 478.
Pauley, F. N	Cal	June 22, 1903	110.00		
Plumlee, David B	Tenn	July 8, 1893	910.00	Oct. 25, 1893	See receivership 246.
Provoost, Benj. A	Minn	Aug. 10, 1893	393.50		
Quinton, Edward E	Colo	July 21, 1893	311.20		
Reid, R. H	Colo	July 5, 1893			
Ridgely, Franklin	Ill	Dec. 19, 1901			
Rodgers, Jno. W	Ill	Jan. 26, 1898			
Rose, Roderick	N. Dak	July 29, 1893			
Rushing, J. A	Tex	Aug. 2, 1893			
*Schofield, Jno. W	N. Mex	Apr. 8, 1902	3,065.22	Aug. 11, 1893a	See receiverships 229, 295, 400, 412, 425, 451, 473.
Stagge, Lionel	Oreg	Aug. 1, 1893	756.90	Dec. 12, 1893	See receivership 249.
Stringer, E. C	Minn	Aug. 5, 1893	198.11		
*Suddath, W. F	Tex	Nov. 1, 1907		Apr. 30, 1906	See receivership 445.
Swan, Douglas A	Utah	July 1, 1893	800.70		
Talbert, Joseph T	Ill	Dec. 4, 1907			
Thompson, J. Leslie	S. Dak	July 29, 1893		Sept. 30, 1893a	See receiverships 240, 270.
*Vavrina, Charles	Md	Jan. 22, 1905	555.00		
*Watts, John	Kans	Sept. 12, 1904		June 16, 1893a	See receiverships 183, 448.
Weirick, Emerson B	Mont	July 29, 1893			
*Willoughby, James A	Ill	Aug. 27, 1901		Apr. 13, 1904a	See receiverships 430, 431.
Woodson, John A	Mont	Aug. 10, 1893			

* Date of appointment to first receivership.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, together with (1) the names of the receivers, their attorneys, and special employees; States from which appointed, and amount of compensation paid to receivers, attorneys, and employees as shown by the quarterly reports of the receivers to the Comptroller of the Currency; (2) also amount paid to creditors of each insolvent national bank in dividends on claims proved, offsets, and loans paid; amount returned to shareholders in cash and assets; amount of assessment upon shareholders and amount collected from the assessment.

[Compensation of receivers, attorneys, and other employees, as indicated, covers salaries paid them during entire period of the receivership.]

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
182	First National Bank, Del Norte, Colo	Jan. 14, 1893	$50,000	Emile A. Abry	Wyo	$4,330.01	O. P. Arthur		$1,100.00
							H. B. Hallock		350.00
							Tuttle & Hallock		600.81
							T. P. Linn	Ohio	206.35
							Ivan Powers		25.00
183	Newton National Bank, Newton, Kans	Jan. 16, 1893	100,000	John Watts	Kans	7,125.00	Bowman & Bucher		2,025.00
							Peterson & Nicholson		690.60
							Harrity & Beck		8.50
							Duncan & Gilbert		20.00
184	Capital National Bank, Lincoln, Nebr	Feb. 6, 1893	300,000	J. D. Macfarland		875.00	Davis & Hibert		75.00
		May 24, 1893		K. K. Hayden	Nebr	13,450.00	Cobb & Harvey		21,915.38
		Sept. 6, 1898		J. H. McDonald	Nebr	7,560.00	E. W. Paige	N. Y	6,311.63
							Duncan & Gilbert		50.00
							Gilbert Bros		37.50
							G. M. Lambertson		3,326.50
							J. A. Brown		317.00
							A. E. Harvey		1,679.70
							Cobb, Harvey & Lambertson		3,500.00
							A. Cobb		400.00
							J. H. Ames		200.00
185	Bankers and Merchants National Bank, Dallas, Tex.	Feb. 6, 1893	500,000	H. S. Hepburn		8,330.77	W. S. Simkins		10,049.25
		Nov. 11, 1896		H. C. Weaver		1,928.77	—— Eddies		445.05
		Oct. 24, 1898		J. Frank Aldrich	Ill	1,649.27	—— Wilkerson		565.55
							Simkins, Wilkerson & Locke		167.65
							—— Smith		100.00
							Cunningham & Tucker		100.00
							—— Botts	Ky	139.18
							Gano & Gano		32.50
							Richardson & Gallagher		5.00
							—— Coombs		202.54
							—— Locke		29.80
							R. Swor		25.00
							F. M. Thorn		41.33
							J. W. Hooper		134.50

							—— Short		31.75
							—— Gray	Ky	20.00
186	First National Bank, Little Rock, Ark	Feb. 6, 1893	500,000	Logan H. Roots	Ark	664.56	Chandler & Kramer		200.00
		May 17, 1893		David Armstrong	Ohio	300.00	S. R. Cockrill	Ark	8,030.00
		Aug. 17, 1893		Sterling R. Cockrill	Ark	16,995.03	Hill & Auten	Ark	6,850.00
		June 30, 1898		Henry F. Auten	Ark	5,999.99	John McClure	Ark	2,512.00
		Aug. 30, 1901		Edwin F. Brown	Ill	996.07	Jacob Trieber		1,000.00
							J. M. Moore, Cockrill & Cockrill.	Ark	1,000.00
		Sept. 1, 1904		Geo. C. Rankin	Ill	853.35	T. B. Martin, J. McClure, Sanders & Cockrill.	Ark	999.99
							J. M. Moore	Ark	900.00
							Ashley Cockrill	Ark	700.00
							E. Winslow Paige	N. Y	700.00
							J. H. Harod		500.00
							Squire, Saunders & Dempsey.	Ohio	500.00
							Sanders & Cockrill	Ark	500.00
							J. F. Tracy		412.45
							Forman Watts		250.00
							Outhwaite & Linn	Ohio	100.00
							H. S. Coleman		25.00
							H. S. Dukes		25.00
							J. W. Huron		25.00
							W. M. Jones		25.00
							E. A. Ramsey		45.00
							Jones, Culver & Jones		25.00
							Jackson & Starr		10.00
							Lyman McCall		10.00
							Attorney fees [b]		1,478.46
187	Commercial National Bank, Nashville, Tenn.	Apr. 6, 1893	500,000	J. W. Blackmore	Tenn	18,050.02	Kirk & Almond		2,785.00
							W. T. Sanders		290.00
							Champion, Head & Brown		20,568.76
							Stearn & Curtis		4,000.00
							Stegar, Washington & Jackson.		1,166.66
							—— Curtis		1,535.32
							F. T. Fox		516.00
							L. T. Michener		540.06
							Smith & Dickinson		125.00
							J. S. Brown		25.00
							Harwood & Tyree		19.50
							Spear & Moore		15.00
188	Alabama National Bank, Mobile, Ala	Apr. 17, 1893	150,000	Henry M. Hall, jr	Ala	8,511.50	Seay De Graffereried		50.00
							G. T. Smith		25.00
189	First National Bank, Ponca, Nebr	May 13, 1893	50,000	Albert Watkins	Nebr	5,214.85	Chas. G. Dawes	Ill	855.00
							A. S. Tibbets		2,218.40
							Montgomery & Hall		239.00
							B. S. Baker		280.00
							O. J. Taylor		54.33

[a] See Comptroller's Report to Congress, 1907, pp. 294-300, for receiverships prior to January 1, 1893.

[b] Names not stated in receiver's reports to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
189	First National Bank, Ponca, Nebr.—Cont'd						S. Butler		$54.00
							S. L. Gusthardt		50.00
							S. J. Suttle		50.00
							E. J. Eames		35.00
190	Second National Bank, Columbia, Tenn	May 19, 1893	$100,000	John T. Williamson	Tenn	$8,788.80	Figuers & Podgett		4,682.45
		Aug. 2, 1898		Homer J. Clark	Ill	1,548.68	Stearns & Curtis		779.97
		Sept. 29, 1900		J. Frank Aldrich	Ill	375.00	W. S. Fleming		400.00
		Dec. 31, 1901		Geo. C. Rankin	Ill	810.00	W. J. Webster		586.00
							E. S. Fowler		353.34
							J. T. Williamson		250.00
							G. T. Hughes		125.00
							Southall & Smiser		100.00
							Bushnell & Leland		25.00
							A. N. Akin		25.90
191	Columbia National Bank, Chicago Ill	May 22, 1893	$1,000,000	W. C. Niblack	Ind	26,528.06	Duncan Gilbert		38,754.00
							Gilbert & Fell		916.67
							S. C. Eastman		327.00
							Britton & Gray		500.00
							C. P. Sawker		502.17
							W. E. Trautmann		500.00
							Paddock, Wright & Billings		300.00
							E. T. Cahill		463.00
							C. L. Miller		250.00
							Harewood, Ames & Pettis		200.00
							D. M. Hertzog		190.00
							L. C. Tyfe		107.47
							Zollars & Worden		151.95
							Turner, Bloodgood & Kemper.		100.00
							A. W. Scattergood		57.75
							R. L. Fleming		25.00
192	Elmira National Bank, Elmira, N. Y	May 26, 1893	200,000	Charles Davis	N. Y	12,544.43	Edward W. Paige	N. Y	5,663.63
		May 21, 1896		Charles F. Gale	N. Y	6,340.94	W. A. Beach		4,058.74
		May 21, 1901		J. Frank Aldrich	Ill	187.76	W. H. Hagen	N. Y	2,604.02
		Feb. 12, 1902		G. C. Rankin	Ill	1,181.66	J. & T. E. Courtney		300.00
							Whitney & Hagen		173.29
							J. A. Gibson	N. Y	100.00
							J. C. Melville		100.00
							R. P. Richards		58.26
							J. C. Allen		25.82
193	National Bank of North Dakota, Fargo, N. Dak.	June 6, 1893	250,000	Jno. D. Benton	N. Dak.	5,430.35	C. F. Arneden		2,287.92

194	Evanston National Bank, Evanston, Ill	June 7, 1893	100,000	Chas. S. Winslow	Ill	1,100.00	Gilbert & Duncan		4,750.50
		Mar. 20, 1894		W. C. Wood	Ill	5,608.53	Daniel & Burnett		250.00
							R. A. Hazen		10.00
195	National Bank of Deposit, New York, N. Y.	June 9, 1893	300,000	David McClure	N. Y	10,000.00	H. B. Turner		5,147.90
							D. McClure		1,000.00
							Porter & Kilvert		104.78
							Brown & Gilder		150.00
196	Oglethorpe National Bank, Brunswick, Ga.	June 12, 1893	150,000	J. W. Bennet	Ga	5,375.00	W. E. Kay		5,000.00
		Oct. 26, 1896		Edgar D. Walter	Ga	875.00	M. L. Mirshon		3,000.00
		Jan. 6, 1897		J. W. Bennet	Ga	4,625.00	W. G. Brantley		100.00
		July 9, 1898		Wm. Leese	Ala	1,643.75	J. Gazan		10.00
197	First National Bank, Lakota, N. Dak	June 13, 1893	50,000	C. M. Wilson	Mich	750.00	Benton & Amidon		533.40
		Oct. 25, 1893		H. Dewees Ecton	Ky	6,045.64	McDonald & McLain		55.00
							C. H. Briscoe		43.00
							Duncan & Gilbert		25.00
							F. A. Kelly		10.00
							J. D. Benton		5.00
							—— Lynch		5.00
							Attorney [a]		10.00
198	First National Bank, Cedar Falls, Iowa	June 13, 1893	50,000	E. A. Howard	Iowa	4,360.96	J. J. Tolerton		728.10
							Chas. D. Fallen		635.00
							John E. Corland		304.89
							John Deery		165.05
							H. H. Dunn		94.00
							Leggett & McKinney		76.18
							Hemenway & Grundy		61.70
							Estes & Lambert		50.00
							H. O. Weaver		32.50
							C. M. McElroy		36.00
							C. H. Stanley		25.00
							J. W. Knox		25.00
							H. A. Eckholdt		20.50
							B. E. Kelley		17.20
							H. C. Butler		16.25
							J. C. Scott		12.00
199	First National Bank, Brady, Tex	June 13, 1893	50,000	Henry H. Kerr	Tex	4,560.65	W. Anderson		315.00
							Smith & Martin		60.00
							M. Brown		30.00
							F. M. Newman		25.00
							T. P. Martin		15.00
							J. C. Randolph		3.50
							Attorney [a]		15.00
200	First National Bank, Arkansas City, Kans. (restored to solvency and resumed business Feb. 6, 1894).	June 15, 1893		Hiram Walworth		(b)			
		July 3, 1893	125,000	Geo. W. Robinson	Kans	1,400.00	Eaton, Pollock & Love		483.24
							Wm. Theophilus		100.00
							Peters & Nicholson		46.25
201	Citizens National Bank, Hillsboro, Ohio	June 16, 1893	100,000	R. M. Ditty	Ohio	12,000.00	Steel & Hogsett	Ohio	5,407.45
		Apr. 27, 1897		John Hulitt	Ohio	1,075.00	Steele, Hogsett & Harlan Cleveland.	Ohio	1,947.50
							Horst & Huggins	Ohio	624.41

[a] Names not stated in receiver's reports to Comptroller.

[b] Examiner in charge or temporary receiver; per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
201	Citizens National Bank, Hillsboro, Ohio—Continued.						Homes, Sheffley & Speake		$538.13
							Ulrich Sloane	Ohio	500.00
							Harlan Cleveland	Ohio	271.47
							Steele & Cleveland	Ohio	410.00
							John W. Herron	Ohio	150.00
							E. N. Huggins & J. N. Dyer	Ohio	150.00
							Steele & Sams		75.00
							Jetmore & Jetmore		75.00
							Edwards Ritchie		50.00
							S. F. Steele		40.00
							Jno. R. Moore		10.00
202	First National Bank, Brunswick, Ga	June 17, 1893	$200,000	J. S. Thomas	Ga	$4,125.00	W. G. Brantley		1,500.00
203	City National Bank, Brownwood, Tex. (restored to solvency and resumed business Dec. 5, 1894).	June 20, 1893	150,000	B. B. Paddock	Tex	4,168.80	Wilkinson & Rice		490.00
204	Merchants National Bank, Tacoma, Wash	June 23, 1893	250,000	Robt. Wingate	Wash	14,140.82	Doolittle & Fogg		7,238.01
							Best & Munn		651.20
							Legal services [4]		9.30
205	City National Bank, Greenville, Mich	June 27, 1893	50,000	R. T. Gibbons	Mich	10,375.00	Fletcher & Wanty		7,288.43
		Dec. 7, 1898		T. A. E. Weadock		278.00	Lewis & Whittlesey		283.34
							Taggart, Knappen & Denison.		368.60
							John Lewis		261.24
							Eustis, Foster & Coleman		250.00
							C. L. Fitch		243.75
							Fitz Gerald & Barry		109.59
							W. S. Whittlesey		192.00
							Dickinson, Thurber & Stevenson.		60.22
							White & McKeon		44.35
206	First National Bank, Whatcom, Wash	June 27, 1893	50,000	Geo. B. Blanchard	Wash	3,715.00	Burke, Shepard & McGilora		3,206.50
		Feb. 19, 1896		W. E. Dunn	Wash	245.00	Burke, Shepard & Woods		750.00
		Sept. 30, 1896		J. B. Dawson		420.00	Burke, Shepard, Woods & McGilora.		200.00
207	Columbia National Bank, New Whatcom, Wash.	June 27, 1893	100,000	Geo. B. Blanchard	Wash	3,436.96	Burke, Shepard & Woods		3,757.00
		Feb. 29, 1896		W. E. Dunn	Wash	558.04	Dorr, Hadley & Hadley		378.50
		Sept. 30, 1896		J. B. Dawson		450.00	Lillard & Williams		200.00
							W. D. Bynum		100.00
							Nekener & Hill		35.00
							Wallis, Edwards & Bunisted.		35.00
							W. E. Dunn		21.00

							F. J. Quinn		10.10
							E. E. Harden		7.35
							J. B. Dawson		4.00
208	Citizens' National Bank, Spokane, Wash. (restored to solvency and resumed business Dec. 21, 1893).	July 1,1893	150,000	J. H. Adams	Wash	1,416.66			
209	First National Bank, Phillipsburg, Mont. (restored to solvency and resumed business Jan. 29, 1894).	July 8,1893	50,000						
210	Linn County National Bank, Albany, Oreg	July 10,1893	100,000	H. M. Beall	Oreg	7,499.98	J. K. Weatherford		3,090.94
							Jno. M. Georrin		100.00
							Attorney fees [a]		407.62
211	Nebraska National Bank, Beatrice, Nebr	July 12,1893	100,000	E. R. Fogg	Nebr	9,915.26	Richards & Prout		528.40
							J. N. Richards		457.23
							O. B. Dickenson		125.20
							J. W. Blee		326.98
							J. M. Johnston		115.00
							J. E. Cobbey		85.00
							J. E. Bush		67.22
							Griggs, Rinaker & Bett		75.00
							J. N. Richards & E. R. Fogg		40.00
							Davis, Hibner & Whitmore		25.00
							P. Hardy		25.00
							E. O. Kutsinger		25.00
							Sawyer, Snell & Frost		50.00
							Attorney fees [a]		103.00
212	Gulf National Bank, Tampa, Fla	July 14,1893	50,000	J. B. Anderson	Fla	9,100.00	W. E. Kay		532.58
							Sparkman & Sparkman		340.00
							M. B. McFarland, Sparkman & Sparkman.		100.00
							P. Q. Knight		25.00
213	Livingston National Bank, Livingston, Mont	July 20,1893	50,000	John F. Mercer	Mont	6,196.15	J. A. Savage & E. L. Day		910.00
		Jan. 20,1896		J. McNamara	Ill	2,403.81	D. W. Lawler		538.25
		Dec. 10,1896		J. A. Savage	Mont	58.00	Campbell & Stark		395.44
							E. C. Day		77.50
							A. J. Campbell		25.00
214	Chemical National Bank, Chicago, Ill	July 21,1893	1,000,000	John P. Hopkins	Ill	2,222.18	Duncan & Gilbert		40,308.00
		Jan. 15,1894		E. C. Tourtelot	Ill	10,416.66	John S. Bays		850.00
		Feb. 1,1896		Wm. C. Niblack	Ill	9,474.87	W. A. Percy	Tenn	1,770.83
							Chas. S. Miller		810.00
							Bunn & Hadley	Minn	796.41
							J. L. Clemmons		500.00
							Thos. E. Milchrist		300.00
							G. M. Eckels		250.00
							Boyer & Butler		226.51
							Henry McConnell & Caffeen		187.91
							C. P. Sawyer		149.65
							W. D. Washburn		75.00
							J. E. Crate		100.00
							McKinney & Fairchild		57.80

[a] Names not stated in receiver's reports to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
214	Chemical National Bank, Chicago, Ill.—Con.						Cooper & Pierson		$37.95
							Hopkins Thatcher & Dolph		25.00
							Bennett & Martindale		21.50
215	Bozeman National Bank, Bozeman, Mont. (restored to solvency and resumed business Nov. 17, 1893).	July 22, 1893	$50,000						
216	Consolidated National Bank, San Diego, Cal.	July 24, 1893	250,000	A. J. O'Conor	Ill.	$26,700.00	J. E. Wadham		7,044.85
		Nov. 29, 1898		W. J. Cook	Ill.	833.32	V. E. Shaw		2,415.50
		Dec. 5, 1899		C. H. Hale	Ill.	2,694.44	Wadham & Stearns		1,352.75
							Duncan & Gilbert		846.20
							Shaw & Wellborn		850.00
							E. I. Ensign		575.00
							E. W. Britt		550.00
							W. J. Hinsaker		500.00
							Stearns & Sweet		442.05
							F. W. Stearns		266.00
							W. L. Pierre		200.00
							C. Wellborn		494.00
							Conklin & Hughes		200.00
							C. H. Rippey		100.00
							Goodrich & McCutchin		25.00
217	First National Bank, Cedartown, Ga.	July 26, 1893	75,000	James R. Barber	Ga.	1,942.16	Irwin & Bunn		1,275.00
		Aug. 8, 1894		Martin S. Lynch	N. Y.	1,582.89	J. S. James		175.00
							Blanch & Freider		100.00
218	Merchants' National Bank, Great Falls, Mont.	July 29, 1893	100,000	L. G. Phelps	Mont.	9,975.00	Leslie & Downing		125.00
		Oct. 24, 1898		J. F. Aldrich	Ill.	289.98	M. M. Lyter		100.00
							W. W. Phelps		25.00
							Attorney fees[a]		176.22
219	State National Bank, Knoxville, Tenn.	July 29, 1893	100,000	Chas. T. Cates, jr.	Tenn.	8,416.67	Washburn, Sickle & Turner		849.25
							Washburn, Sickle & Turner and J. Templeton.		590.00
220	Montana National Bank, Helena, Mont. (restored to solvency and resumed business Dec. 11, 1893).	Aug. 2, 1893	500,000						
221	Indianapolis National Bank, Indianapolis, Ind.	Aug. 3, 1893	300,000	Edward Hawkins	Ind.	20,402.25	J. W. Kern	Ind.	14,883.90
							F. B. Burke		3,300.00
							Chas. Martindale		2,648.00
							Wm. A. Ketcham		2,500.00
							John G. Carlisle	Ky.	500.00
							F. F. Oldham	Ohio	375.00
							E. T. Dunning		418.59
							Chas. W. Smith		200.00

222	Northern National Bank, Big Rapids, Mich..	Aug. 5, 1893	100,000	John S. Lawrence	Mich	17,867.01	Chas. E. Coffin		70.94
		Oct. 1, 1900		J. Frank Aldrich	Ill	375.00	N. A. Fletcher		4,528.45
		Dec. 31, 1901		Geo. C. Rankin	Ill	1,995.00	—— Starbuck		1,497.00
							Wm. Alden Smith	Mich	1,296.60
							I. W. Champlin		850.00
							M. Brown		241.05
							Stearns, Curtis & Colt		250.00
							Gay & Burrows		203.75
							Knappen & Kleinhaus		261.63
							C. L. Fitch		175.50
							More & Welson		106.15
							Michael Brown		30.00
							Duncan & Gilbert		25.00
							Fletcher & Wauty		38.95
							Smith, Landman & Kniper		20.00
							Cogger & Tucker		15.00
223	First National Bank, Great Falls, Mont. (restored to solvency and resumed business Mar. 26, 1894.	Aug. 5, 1893	250,000						
224	First National Bank, Kankakee, Ill. (restored to solvency and resumed business Dec. 4, 1893).	Aug. 5, 1893	50,000						
225	National Bank of the Commonwealth, Manchester, N. H.	Aug. 7, 1893	200,000	Wm. A. Head	N. H	9,597.22	O. E. Branch		1,746.50
		Feb. 6, 1897		Arthur M. Head	N. H	2,900.00	Warren & Johnson		150.00
							R. W. Bartlett		120.00
							H. E. Bables		36.05
226	First National Bank, Starkville, Miss	Aug. 9, 1893	60,000	W. G. Sykes	Miss	5,547.24	Sykes & Bristow		2,523.88
							E. W. Paige	N. Y	500.00
							Muldrow and Nash		250.00
							D. W. Saunders		250.00
							T. B. Carroll		85.26
							Geo. Richardson		10.00
227	Stockgrowers' National Bank, Miles City, Mont.	Aug. 9, 1893	75,000	E. W. Knight, jr	Mont	2,824.99	C. H. Loud		1,850.00
		July 20, 1894		Geo. C. Harmon	Mont	5,544.42	G. R. Milburn		574.00
		June 16, 1898		A. G. Beer	Ohio	616.56	Dayton & Swift		484.07
							Brown & Parker		245.00
							Duncan & Gilbert		100.00
							Campbell & Stark		59.45
							Strevell & Porter		50.00
228	Texas National Bank, San Antonio, Tex	Aug. 10, 1893	100,000	J. L. S. Hunt	Tex	8,282.12	J. C. P. Drought		980.00
		May 4, 1900		J. F. Aldrich	Ill	113.50	F. W. Collins		640.51
		Dec. 31, 1901		Geo. C. Rankin	Ill	395.62	Yale Hicks	Tex	500.00
							Harrity & Beck		144.80
							A. B. Coffroth		100.00
							Hastings & Gleason		98.48
							—. McCready	Pa	75.50
							Harrity, Lowery & Thompson.		58.60
							Wm. Ambrey		50.00
							J. H. Franklin		50.00

* Names not stated in receiver's reports to Comptroller

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
228	Texas National Bank, San Antonio Tex.—Continued.						Kerens & Ryan		$50.00
							E. E. Ware		48.34
							Hicks & Hicks		25.00
							Julio Galendo		21.55
229	Albuquerque National Bank, Albuquerque, N. Mex.	Aug. 11, 1893	$175,000	J. W. Schofield	N. Mex.	$11,010.92	W. B. Childres		10,697.50
							Britton & Gray		1,671.60
							S. Butler		1,340.00
							Goodrich, Vincent & Bradley.		755.91
							D. W. Lawler		500.00
							—— Gildersleeve		500.00
							Toole & Wallace		500.00
							Jas. W. Rennick		156.19
							Collins Goodrich Darrow & Vincent.		125.80
							John H. Senter		85.00
							Irving W. Drew		82.75
							Harrity & Beck		77.30
230	First National Bank, Vernon, Tex	Aug. 12, 1893	100,000	T. W. Robinson	Tex.	6,714.08	F. P. McGee		1,389.93
							Stephens & Huff		504.65
							J. A. Luckey		233.35
231	First National Bank, Middlesboro, Ky	Aug. 12, 1893	50,000	M. H. Rhorer	Ky	5,658.33	J. R. Sampson		1,286.55
		Aug. 17, 1898		Homer J. Clark	Ill	935.27	Isaac T. Woodson		343.00
		Aug. 15, 1900		J. Frank Aldrich	Ill	0	M. H. Rhorer		70.00
		Dec. 31, 1901		Geo. C. Rankin	Ill	0	I. T. Woodson & Lindley & Faukner.		50.00
							Chas. H. Price		40.00
							W. M. Hollingsworth		10.55
232	First National Bank, Orlando, Fla. (restored to solvency and resumed business May 21, 1894).	Aug. 14, 1893	150,000						
233	Citizens National Bank, Muncie, Ind. (restored to solvency and resumed business Nov. 17, 1893).	Aug. 14, 1893	200,000						
234	First National Bank, Hot Springs, S. Dak	Aug. 17, 1893	50,000	Alvin Fox	S. Dak.	1,763.80	Chamber Kellar		1,970.11
		Aug. 6, 1894		Thomas E. Mackinlay	Ill	6,325.82	K. M. Landis	Ill	125.00
							Baker & Miller		116.00
							L. S. Kull		10.00
							C. R. Adams		10.00
							Attorney fees [a]		100.00
235	First National Bank, Marion, Kans	Aug. 22, 1893	50,000	W. P. Morris	Kans.	8,077.16	H. S. Martin		1,330.85
							W. H. Carpenter		381.00

							Crane & Hoyt		150.20
							King & Kelly		100.00
							Kellar & Dean		75.45
							Peters & Nich lson		13.10
236	Washington National Bank, Tacoma, Wash.	Aug. 26, 1893	100,000	Stuart Rice	Wash.	1,000.00	L. D. Campbell		2,620.00
							Campbell & Powell		1,176.64
							F. H. Masters		949.20
							M. J. Kirkman		687.30
							Crowley & Sullivan		556.00
							Dolittle & Fogg		325.10
							F. F. Oldham	Ohio	250.00
							Curtis, Mallet, Prevost & Colt.		200.00
							F. C. Robertson		200.00
							F. W. Collins		136.66
							W. W. Dyer		55.40
							Houghton & Smith		19.50
237	El Paso National Bank, El Paso, Tex	Sept. 2, 1893	150,000	R. E. Beckham	Tex	14,221.10	Hastings & Gleason		500.00
		Dec. 31, 1902		Geo. C. Rankin	Ill	267.23	P. F. Edwards		25.00
							West & Cochran		25.00
							Attorneys fees [a]		1,460.50
238	Lloyds National Bank, Jamestown, N. Dak	Sept. 14, 1893		Jno. D. Benton	N. Dak.	(b)			
		Oct. 26, 1893	100,000	C. C. Johnson	Ill	7,971.17	Benton & Amidon		5,504.13
							Jno. M. Baily		712.07
							C. F. Amidon		471.67
							E. W. Camp		377.50
							Judge Shope		351.20
239	National Granite State Bank, Exeter, N. H.	Sept. 23, 1893	50,000	Arthur O. Fuller	N. H.	8,000.00	Duncan & Gilbert		937.00
							Curtis, Mallet, Prevost & Colt		799.26
							S. Butler		683.84
							J. S. H. Fink		375.60
							Edgington & Edgington		275.32
							Stearns, Curtis & Colt		250.00
							Wiggin & Fernald		42.00
240	Chamberlain National Bank, Chamberlain, S. Dak.	Sept. 30, 1893	50,000	J. Leslie Thompson	S. Dak.	7,831.34	T. B. McMartin		531.19
		May 3, 1898		Jas. McDowell	S. Dak.	1,200.00	S. H. Wright		185.55
							C. C. Morrow		95.00
							Jas. Brown		83.20
							E. Green		50.00
							H. H. Keith		38.70
							Geo. E. Culver		35.66
							Thos. P. Wing		28.00
							Wm. Smith		25.00
241	Port Townsend National Bank, Port Townsend, Wash.	Oct. 3, 1893	100,000	Marcus A. Sawtelle	Wash.	2,783.34	Carroll & Rohde		975.00
		Nov. 27, 1895		Robt. W. Jennings	Wash.	1,812.74	Randall & Doughman		100.00
							Crowley, Sullivan & Grosscup.		50.00
							Warren Carroll		25.00
							Morris B. Sacks		15.00

[a] Names not stated in receiver's reports to Comptroller.

[b] Examiner in charge or temporary receiver: per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
42	First National Bank, Port Angeles, Wash. (restored to solvency and resumed business Apr. 26, 1894).	Oct. 5, 1893	$50,000						
43	First National Bank, Sundance, Wyo	Oct. 11, 1893	50,000	Milo A. Adams	Wyo	$5,510.36	N. K. Griggs		$1,858.00
							J. A. Thompson		820.00
							Dan A. Lawler		237.70
							Lacy & Van De Vanter		300.00
							K. M. Landis	Ill	224.80
							E. J. Churchill		181.50
							Sigourney Butler		117.00
							B. F. Fowler		23.25
							Gillette & Blair		10.00
4	First National Bank, North Manchester, Ind.	Oct. 16, 1893	50,000	Daniel W. Krishner	Ind	6,470.78	Jacob S. Slick		2,244.18
		Jan. 30, 1899		J. Frank Aldrich	Ill	833.32	Van Fleet & Van Fleet		560.10
		Feb. 12, 1902		Geo. C. Rankin	Ill	66.66	J. E. Gingereck		18.00
45	Commercial National Bank, Denver, Colo	Oct. 24, 1893	250,000	Frank Adams	Colo	13,805.00	Thomas, Bryant & Lee		1,618.95
		Mar. 15, 1898		W. A. Platt	Colo	3,433.41	Thomas, Hartzell, Bryant & Lee.		1,503.55
							Shreve, Allen, Hughes & McMechen.		1,490.46
							Gresham, Jones & Wheeler		450.00
							Geo. M. Eckels	Ill	375.00
							Jerome & Hood		300.00
							Doud & Fowler		2,728.00
							Hanitz & Beck		220.00
							T. H. Hood		155.65
							Z. T. Brown		75.00
							Harris & Corwin		75.00
							Booth Lee & Gray		25.00
							A. C. McChesney		10.00
246	First National Bank, Dayton, Tenn	Oct. 25, 1893	50,000	D. R. Plumlee	Tenn	4,701.30	A. P. Haggard		375.00
		Sept. 13, 1895		A. P. Haggard		1,000.00	Attorneys fees[a]		375.00
	Total (number banks, 65)		10,910.000						
247	Hutchinson National Bank, Hutchinson, Kans.	Nov. 6, 1893	100,000	Charles C. Martin	Kans	1,377.66	Wright & Stout		455.00
		Sept. 10, 1894		Franklin P. Hettinger	Kans	5,049.88	J. McKinstry		1,481.90
		Oct. 29, 1898		J. Frank Aldrich	Ill	1,127.48	C. W. Raymond		260.00
		Dec. 31, 1901		Geo. C. Rankin	Ill	743.23	J. W. Brady		10.00
							Morris & Hooper		322.40
							H. Whiteside	Kans	310.00
							W. G. Fairchild		125.25
							Whiteside & Gleason		25.00

							McKintry & Fairchild		307.40
							K. M. Landis		50.00
							Garfield, Garfield & Hone		100.00
248	First National Bank Spokane, Wash	Nov. 20, 1893	250,000	F. Lewis Clark	Wash	10,333.33	C. S. Voorhees	Wash	13,940.00
		May 7, 1897		A. D. Lynch	Ind	5,830.00	Blake & Post		2,250.00
		Dec. 31, 1897		Arthur J. Shaw		2,806.14	J. H. Adams		1,250.00
							Henry M. Hoyt		665.56
							Cyrus Hoppy		500.00
							Kinnan & Hoppy		300.00
							Attorneys' fees[a]		123.44
							J. E. Woodham		100.00
249	Oregon National Bank, Portland, Oreg	Dec. 12, 1893	200,000	Lionel Stagge	Oreg	1,211.10	F. V. Holman		11,306.75
		May 1, 1894		Wm. W. Catlin	Ill	15,955.21	J. M. Gearin	Oreg	1,686.00
							J. H. Handy		546.15
							Albert Hagan		250.00
							W. H. Effinger		307.00
							J. B. Montgomery		150.00
							J. S. Parkes		50.00
							W. L. Smith		25.00
							Attorneys' fees[a]		40.00
250	Citizens' National Bank, Grand Island, Nebr.	Dec 14, 1893	60,000	Edgar M. Westervelt	Nebr	11,090.26	O. A. Abbott	Nebr	3,616.04
		Apr. 26, 1899		J. Frank Aldrich	Ill	840.00	R. W. Breckenridge		250.00
		Dec. 31, 1901		Geo. C. Rankin	Ill	498.71	F. F. Oldham	Ohio	100.00
							Wm. Leese	Ala	120.00
							T. J. Mahoney		25.00
							C. G. Ryan		15.00
							Wm. Craig		100.00
							Attorneys' fees[a]		1,259.75
251	First National Bank, Fort Payne, Ala	Jan 26, 1894	50,000	James Norfleet	Ala	2,179.35	Jas. Norfleet		200.00
		Nov. 18, 1895		H. M. Hall, jr	Ala	2,469.34	Chas. S. Hamlin		150.00
							Luke Moore		52.75
							B A. Benedict		50.00
							F. S. Rogers		5.00
252	Third National Bank, Detroit, Mich	Feb. 1, 1904	300,000	J. L. Hudson	Mich	3,051.00	De Forest Paine	Mich	357.00
							Bodine & Sampson		61.85
							J. M. Rothbone		25.70
							Thomas, Cummings & Nicol		40.75
253	First National Bank, Watkins, N. Y	Feb. 26, 1894	50,000	John W. Warner	N. Y	3,915.00	E. W. Paige	N. Y	4,525.45
		Apr. 25, 1896		Martin S. Lynch	N. Y	2,994.05	John Gillette		1,184.00
							O. P. Hurd		649.93
							Holliday & Denton		25.00
							Ryan & Thompson		21.90
254	First National Bank, Llano, Tex	Feb. 28, 1894	75,000	H. P. Hilliard	Tex	6,366.66	T. W. Gregory		1,498.60
							Slator, McLain & Spear		136.90
							C. L. Lauderdale		78.69
							Dickson & Moroney		60.75
							White & Semple		53.75
							Simpson, Thacher & Barnum		25.00
							W. J. Berne		15.45
							Attorney's fee[a]		7.50

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Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
255	American National Bank, Springfield, Mo	Feb. 25, 1894	$200,000	R. P. Williams	Mo	$10,200.00	Goode & Cravens		$2,500.00
							Jas. R. Vaughan		1,297.00
							John R. Walker		300.00
							G. M. Sebree		300.00
							W. M. Williams		270.45
256	First National Bank, Sedalia, Mo	May 10, 1894	250,000	W. A. Latimer	Mo	13,898.17	W. L. Shirk	Mo	20,873.52
		June 28, 1898		P. L. Deweese		3,337.50	Jackson & Montgomery		7,892.60
		June 15, 1901		E. F. Brown	Ill	1,513.86	W. Williams		1,205.80
		Aug. 25, 1904		Geo. C. Rankin	Ill	585.00	A. J. O'Connor		1,000.00
							Wollnan & New		271.84
							R. T. Walker	Mo	210.00
							Curtis, Oster & Curtis		150.00
							Saugrew & Lamm		100.00
							Potter & Potter		50.00
							Cratty Bros		95.00
							O. P. Ergenbright		39.45
							V. E. Show		50.00
							J. T. Thompson		12.50
							Dysart & Mitchell		20.00
							D. Hopkins		5.00
							Warren & Duncan		5.95
							Richey & Richey		10.00
							Albert M. Ott		10.00
							C. E. Yeates		20.00
							W. D. Latimer		6.50
							T. W. Jones		25.00
							H. C. Geisburg		25.85
							Attorney fees [a]		409.09
257	National Bank of Pendleton, Oreg	June 8, 1894	100,000	Chas. S. Jackson	Oreg	6,958.33	C. H. Carter		541.00
							Teal & Minor		445.00
							Bailey & Bailey		325.00
							Walker & Christenson		50.00
							W. M. Pierce		17.70
							Attorney fees [a]		353.00
258	State National Bank, Wichita, Kans	June 20, 1894	100,000	Cyrus A. Leland	Kans	7,458.33	E. W. Paige	N. Y.	884.72
							F. W. Bentley		2,409.00
							Bentley & Ferguson		375.00
							W. K. Carlyle		252.51
							F. W. Holden		139.44
							R. R. Vermillion		50.00
							J. V. Dougherty		40.00
							Jno. A. Hale		15.00

							Geo. D. Kinkea		10.00
							Boyd & Murrell		20.20
							Attorney fees[a]		850.36
259	German National Bank, Denver, Colo	July 6, 1894	200,000	Zeph T. Hill	Colo	14,025.00	John T. Bottom		7,486.20
		Mar. 15, 1898		W. A. Platt	Colo	9,333.37	A. B. Seaman	Colo	6,195.13
		Dec. 31, 1902		Edwin F. Brown	Ill	749.22	Pattison Edsall & Hobson		3,735.98
		Sept. 1, 1904		Geo. C. Rankin	Ill	365.00	H. W. Hobson		3,678.00
							S. P. Gardner	Mass	906.88
							Thomas Hartzell Bryant & Lee.		600.00
							John S. Macbeth		775.00
							Jones, Chandler, and Emmons.		750.00
							Harry S. Silverstain		175.00
							West & Cochran		160.00
							McCord & McCord		100.00
							Carpenter & Bird		60.00
							Silverstain & Taussig		50.00
							W. W. Dyar		100.00
							Cranston, Pitkin & Moore	Colo	25.00
260	Black Hills National Bank, Rapid City, S Dak.	July 13, 1894	75,000	M. H. Rowley	S. Dak	3,030.00	C. L. Woods		2,250.00
		Mar. 31, 1896		Thos. E. MacKinlay		3,375.00	Schader & Lewis		590.00
							K. M. Landis	Ill	119.48
							Doyle & Lewis		75.00
							J. T. Bottorm		55.00
							Abbott, Selbick & Lane		54.45
							Boisem & Montgomery		25.00
							H. P. Lewis		13.00
261	First National Bank, Arlington, Oreg	Aug. 2, 1894	50,000	R. T. Cox	Oreg	6,083.20	E. Y. Judd		304.40
							Ewett Hicks		50.00
							J. L. Robinson		253.00
							M. T. Gose		5.00
							Attorney fees[a]		121.35
262	Baker City National Bank, Baker City, Oreg.	Aug. 2, 1894	75,000	A. Edgar Beard	Oreg	7,161.54	Chas. F. Hyde		839.00
							F. L. Moore		319.00
							Thos. H. Crawford		40.00
							Wm. T. Muir		25.00
263	First National Bank, Grant, Nebr	Aug. 14, 1894	50,000	W. L. Rutledge	Nebr	1,657.75	Paison & Logan		5.00
264	Wichita National Bank, Wichita, Kans	Sept. 5, 1894	250,000	W. N. Ewing	Kans	11,359.97	T. W. Bentley		2,929.01
							O'Bryan, O'Bryan & Gordon.		1,152.31
							H. L. Gordon		300.00
							W. K. Carlisle		147.49
							J. L. Richardson		30.00
265	State National Bank, Vernon, Tex	Sept. 24, 1894	100,000	F. Windsor Robinson	Tex	3,630.30	E. W. Paige	N. Y	1,302.95
		July 28, 1898		R. R. Chrisman	W. Va	1,215.00	J. P. McGhee		886.07
		June 5, 1899		J. Frank Aldrich	Ill	562.50	J. A. Lucky		512.40
		Feb. 12, 1902		Geo. C. Rankin	Ill	200.00	Chas. Mellen		59.63

[a] Names not stated in receiver's reports to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
266	National Bank of Middletown, Pa	Sept. 24, 1894	$85,000	B. M. Nead	Pa	$15,483.33	W. U. Hensel and Jas. A. Stranahan.	Pa	$4,800.00
							Dayton, Dumphy & Swift		972.50
							Ingham & Newett		925.00
							Wm. B. Lamberton		500.00
							Geo. Kunkel		330.00
							J. C. Calhoun		150.00
							J. F. Eaton		50.00
267	First National Bank, Kearney, Nebr	Oct. 24, 1894	150,000	H. E. Lewis	Nebr	7,241.66	Calkins & Pratt		2,122.65
							Dryden & Main		624.99
							E. Sanford		481.80
							J. Thompson		324.20
							—— Burleigh		200.00
							J. C. Lewis		200.00
							Hammond & Wyeth		150.00
							K. M. Landis	Ill	100.00
	Total (number of banks, 21)		2,770,000						
268	Buffalo County National Bank, Kearney, Nebr.	Nov. 10, 1894	100,000	Henry E. Lewis	Nebr	6,750.00	G. C. Wing		131.05
							Dryden & Main		1,825.00
							Chauncy & Wood		50.00
							Attorney fees[a]		10.00
							J. A. Thompson		608.94
							J. Courtney, jr		428.99
							Oscar Lapham		50.00
							K. M. Landis	Ill	150.00
							—— Reeves		134.55
							—— Dryden		539.25
269	First National Bank, Johnson City, Tenn	Nov. 13, 1894	50,000	John I. Cox	Tenn	5,224.34	Faw & Cox		3,074.90
							Draps, Davis & Hollister		46.00
							Carr & Reeves		200.00
							W. C. Newland		5.00
							T. A. Cox		316.66
							W. W. Faw		22.97
							Attorney's fees[a]		375.00
270	Citizens' National Bank, Madison, S. Dak	Dec. 12, 1894	50,000	J. Leslie Thompson	S. Dak	6,804.17	A. Frizzell		1,386.95
							F. L. Soper		465.65
							W. H. Jones		32.00
							Martin & Mason		11.90
							Attorney's fees[a]		10.00
							Wm. McGrath		5.00

271	Citizens' National Bank, Spokane, Wash. (second failure).	Dec. 13, 1894	.....	S. R. Flynn (examiner in charge).	.....	(b)	.....	.....	.....
		Apr. 15, 1895	150,000	R. E. M. Strickland	Wash.	5,583.90	Jones, Voorhees & Stephens	Wash.	3,750.00
		Dec. 7, 1898	.....	Arthur J. Shaw	.....	350.00	Blake & Post	.....	410.20
							F. V. Hellman	.....	250.00
							Attorney's fees a	.....	250.00
272	Tacoma National Bank, Tacoma, Wash.	Dec. 14, 1894	200,000	P. V. Anderson	Wash.	9,875.00	John A. Parker	.....	3,867.50
		Jan. 30, 1899	.....	J. Frank Aldrich	Ill.	971.00	Geo. L. Weed	.....	100.00
							Crowley, Sullivan & Grosscop.	.....	90.91
							Hudson & Holt	.....	79.25
							E. E. Cushman	Wash.	183.94
							P. Tillinghast	.....	379.25
							J. B. Scott	.....	25.00
							C. W. Rice	.....	20.00
							E. R. York	.....	25.00
273	City National Bank, Quanah, Tex.	Dec. 15, 1894	100,000	H. H. Kerr	Tex.	6,003.73	D. C. Smith	.....	3,985.00
		Feb. 1, 1898	.....	C. S. Jobes	.....	171.37	M. M. Hawkins	.....	707.00
		July 28, 1898	.....	R. R. Chisman	W. Va.	735.00	J. M. Standlee	.....	147.84
							Jas. A. Pearce	.....	170.20
							A. J. Osborn	.....	60.00
							Karnes, Holmes & Krautboff.	Mo.	45.65
							Bissell, Sicord & Bissell	.....	50.00
274	Central National Bank, Rome, N. Y.	Jan. 2, 1895	100,020	Jim Stevens	N. Y.	14,500.00	H. S. Bedell	.....	9,884.58
							Curtis, Mallett, Prevost & Colt.	.....	366.10
							E. W. Paige	N. Y.	500.00
							Thomas S. Jones	.....	292.51
							George S. Block	.....	54.53
							King & Tracy	.....	50.00
275	First National Bank, Redfield, S. Dak.	Jan. 11, 1895	.....	C. F. Zimmermann	S. Dak.	(b)	Howard Walsh	.....	281.37
		Feb. 27, 1895	50,000	R. W. Bourne	N. Y.	6,602.18	L. W. Crofoot	.....	250.00
							Jas. Kernan	.....	175.00
							D. P. Morehouse	.....	84.91
							T. S. Garnett	.....	100.00
							Davis, Kelley & Severence	.....	50.00
							J. A. Thompson	.....	25.00
							Jno. W. Kern	.....	25.00
							E. B. Korns	.....	24.72
							Attorneys' fees a	.....	2,425.00
276	North Platte National Bank, North Platte, Nebr.	Jan. 14, 1895	75,000	Milton Doolittle	Nebr.	10,915.96	T. F. Gantt	.....	2,305.00
							Wilcox & Halligan	.....	407.75
							Steele Bros	.....	150.00
							Neville & Parsons	.....	75.00
							George B. French	.....	70.00
							Frank B. Hemenway	.....	53.75
							Cowan & McHugh	.....	50.00
							French & Baldwin	.....	50.00
							Hall & McCulloch	.....	40.60

a Names not stated in receiver's reports to Comptroller.

b Examiner in charge or temporary receiver; per diem

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
276	North Platte National Bank, North Platte, Nebr.—Continued.						R. A. Douglas		$35.00
							John E. Decker		15.00
							J. H. McCulloch		350.00
							Miller & Pomerene		86.60
							C. W. Everett		31.00
277	Needle National Bank, Needles, Cal	Jan. 19, 1895	$50,000	Daniel Murphy	Cal	$2,060.39	Cranston, Pilkins & Moore	Colo	1,285.00
		Dec. 8, 1902		G. C. Rankin	Ill	80.00	H. C. Dillon		1,069.40
							Curtis, Mallet, Prevost & Colt.		159.00
							W. A. Harris		110.00
278	National, Broome County Bank, Binghamton, N. Y.	Jan. 28, 1895	100,000	O. V. Kellogg	N. Y	30,886.66	John Courtney		13,367.41
		May 23, 1902		Geo. C. Rankin	Ill	895.00	A. D. Wales		4,681.32
							Roger P. Clark		881.00
							A. R. Serven		201.79
							Kellogg & Van Hoesen	N. Y	64.98
							John W. Harrington	N. Y	64.54
							A. & N. W. Cumning		50.00
							Henry C. Olmstead		50.00
							Frank H. Short		45.60
							Carver & Deyo		30.00
							S. B. Chase		10.00
279	First National Bank, San Bernardino, Cal	Jan. 29, 1895		Wm. B. Wightman		(a)			
		Feb. 6, 1895	100,000	W. J. Brodrick	Cal	9,745.67	Curtis, Gler & Curtis		4,603.73
		Apr. 1, 1898		W. J. Cook	Ill	2,463.87	John Lynch	Ill	155.20
							F. F. Oldham	Ohio	300.00
		Nov. 30, 1901		Jos. W. Norvell	Ill	816.54	Whitemore & White		59.10
							J. W. Hooper		50.00
							Holman Curtis		40.00
							H. D. Cassiday		20.00
280	Dover National Bank, Dover, N. H	Feb. 7, 1895	100,000	A. G. Whittemore	N. H	9,340.71	J. T. H. Trink		1,199.10
281	Browne National Bank, Spokane, Wash	Feb. 8, 1895	100,000	J. J. Browne	Wash	15,200.00	Damson & Huneke		62.40
							Blake & Post		25.00
							Boring & Woodward		25.00
							Attorney fees [b]		50.00
282	First National Bank, Anacortes, Wash	Mar. 6, 1895	50,000	F. W. Hawkins	Wash	3,425.00	A. Morneys		104.50
		July 26, 1897		P. W. Strader		491.54	Condon & Wright		415.10
							Kerr & McCord		255.80
							Hastings & Stedman		125.25
							McBride & Joiner		25.00
283	Holdrege National Bank, Holdrege, Nebr	Mar. 15, 1895	75,000	C. V. Manatt	Nebr	5,242.58	James I. Rhea		1,250.00
							Hall, St. Clair & Roberts		200.00
							Henry Harris	N. J	120.00

							Edward C. Wright	Mo.	100.00
							Attorneys' fees [b]		250.00
284	National Bank, Kansas City Mo.	Mar. 18, 1895		Geo. W. Galbreath	(a)				
		Apr. 17, 1895	1,000,000	John Perry	Mo.	21,797.78	Warner, Dean, Gibson & McLeod.	Mo.	11,823.49
		Oct. 7, 1901		Hamlet Ferguson	Mo.	1,827.00	Perry & Crane		2,011.35
							Fyke, Yates & Fyke		4,562.50
							Porterfield & Pence		1,229.23
							F. F. Oldham	Ohio	968.42
							Ross, Wall & Kirkman		600.00
							G. W. Wall		500.00
							F. Fyke		319.35
							N. H. Loomis		200.00
							Ewing & King		175.00
							J. C. Sheridan		175.00
							L. M. Lame		140.00
							M. J. Kirkman		128.10
							T. J. White		100.00
							Holmes & Perry		75.00
							H. F. Ring		75.00
							—— Denison		35.00
							Hoyt Andrews		35.00
							Button & Button		25.00
							J. L. Lynch		25.00
							J. T. Montgomery		25.00
							W. M. Pardue		25.00
							J. J. Mitchell		25.00
							Lozier & Morris		10.00
							N. J. Henderson		938.80
285	First National Bank, Texarkana, Tex.	Apr. 1, 1895	50,000	Thomas M. Thornton	Ill.	4,300.00	Hudgirs & Estes		2,000.00
							P. A. Turner		150.00
							Morgan M. Mann		25.00
							John W. Blee		601.82
286	First National Bank, Revenna, Nebr	Apr. 10, 1895	50,000	S. B. Thompson	Nebr.	7,250.00	Hutchinson, Campbell & Meyer.		280.00
							Sawyer & Snell		125.00
							T. E. Kenney		90.00
							Dryden & Main		75.00
							Jno. E. Mellette		58.75
							A. Morgan		10.00
							Attorneys fees [b]		46.50
287	City National Bank, Forth Worth, Tex.	do	300,000	John P. Smith	Tex.	15,933.10	West & Smith	Tex.	19,116.88
		Jan. 26, 1901		Edwin F. Brown	Ill.	1,830.98	Jas. H. Field		675.00
							Lathrop, Morrow, Fox & Moore.	Mo.	500.00
							W. F. Ramsey		300.00
							E. P. Hamblin	Tex.	300.00
							Thos. M. Scrugg	Tenn.	125.00
							E. K. Camp	N. Y.	82.02
							Hoke Smith & H. C. Peoples	Ga.	146.20

[a] Examiner in charge or temporary receiver; per diem.

[b] Names not stated in receiver's reports to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
287	City National Bank, Fort Worth, Tex.—Con.						Morgan & Priddy		$53.27
							Warren Perry		25.00
							M. J. Kirkman		50.00
							W. W. Ross		20.00
288	First National Bank, Dublin, Tex	Apr. 22, 1895	$50,000	W. A. Paddock	Tex	$3,175.00	Lindsay & Gordon		965.25
							Frank & Young		175.00
							Geo. P. Robertson		40.00
							Martin & George		25.00
							Attorney fees[a]		17.50
289	First National Bank, Ocala, Fla	do	50,000	J. K. McDonald	Ala	1,127.75	R. A. Buford		2,234.40
		Aug. 7, 1895		G. C. Stapylton	Fla	7,785.07	Tillman & McNamee		1,845.00
							J. C. Cooper		1,485.96
							Cooper & McNamee		2,520.00
							R. McNamee		900.00
							Audman & Hocsar		500.00
							K. M. Landis		250.00
							Day, Lynch & Day		200.00
							L. A. Russew		155.00
							Dell, Seymour & Kelogg		172.15
							J. E. Hartridge		19.65
290	First National Bank, Willimantic, Conn	Apr. 23, 1895	100,000	M. F. Dooley		11,065.68	E. W. Paige	N. Y	12,880.03
		Jan. 25, 1899		J. Frank Aldrich	Ill	2,050.00	Solomon Lucas	Conn	4,428.70
		Dec. 31, 1901		Geo. C. Rankin	Ill	1,815.00	Duncan & Gilbert		2,398.07
							Paul M. Burnett		1,543.58
							Perkins & Perkins		726.40
							C. H. Perkins		645.50
							H. T. Gilbert		951.30
							Warner, Dean, Gibson & McLeod.	Mo	139.65
							D. Douglas		75.00
291	First National Bank, Port Angeles, Wash. (second failure).	Apr. 26, 1895	50,000	R. C. Wilson	Wash	2,053.67			
292	First National Bank, Ida Grove, Iowa (formerly in voluntary liquidation).	June 4, 1895	150,000	Geo. A. Stone	Iowa	971.30			
293	First National Bank, Pella, Iowa	June 5, 1895		E. A. Howard	Iowa	(b)			
		June 25, 1895	50,000	R. R. Beard		2,920.00	Hamlin, Scott & Lord	Ill	3,767.98
		June 15, 1898		J. Frank Aldrich	Ill	2,221.65	P. H. Bousquet	Iowa	451.00
		Feb. 12, 1902		Geo. C. Rankin	Ill	830.00	Hewett & Wright		283.00
							P. E. Winter		50.00
294	Merchants' National Bank, Seattle, Wash	June 19, 1895	200,000	Chas. H. Baker	Wash	10,952.54	Stratton, Lewis & Gilman		4,140.40
		Apr. 15, 1899		A. W. Frater		4,050.00	Frank L. Moore, Baker City Oreg.		20.00

							Murray & Christian		103.30
							Crawford & Howell, Portland, Oreg.		45.00
							Stratton, Lewis & Powell		1,800.00
							A. S. Norton, New York City		1,300.00
							P. Tillinghast		317.35
							Van Ness & Redman		200.00
							Haring & Frost		180.40
							Preston, Carr & Gilman		110.85
							Joseph R. Webster		100.00
							Bates & Murray		93.66
							Hunter & Duff, Victoria, B.C.		75.00
							J. H. Barnes		50.00
							Ira Bronson		50.00
							Morton D. Hull, Chicago		37.50
							R. G. Morrow, Portland, Oreg.		35.00
							J. M. Headler		20.00
							W. Tucker		10.00
							F. F. Oldham		135.00
295	Union National Bank, Denver, Colo	Aug. 2, 1895 Dec. 15, 1896	500,000	Wm. L. Nelson John W. Schofield	Colo N. Mex	4,655.52 20,893.27	Cranston Pitkin & Moore	Colo	14,128.22
							C. J. Hughes		7,295.00
							John L. Stevens		2,255.00
							E. W. Dobson		1,127.00
							W. C. Cochran		948.62
							Thos. E. Wing		871.89
							E. W. Paige	N. Y	750.00
							Stewart Bros. & Murray		596.40
							J. R. Webster		338.75
							Parker & Aaron		323.53
							James F. Tracy		290.00
							F. F. Oldham	Ohio	169.50
							C. W. Delamate		150.00
							Chas. A. Hamlin		100.00
							Bicknell & Treat		90.00
							R. W. Woodbury	Colo	47.93
							A. W. Speare		30.00
							J. A. Deweese		25.00
							J. H. McCulloch		25.00
							Harriety & Beck		25.00
							S. P. Dale		4.00
296	Superior National Bank, West Superior, Wis.	Aug. 6, 1895	135,000	Gilbert G. Thorne	Minn	2,500.00	Hughes & Whitford		1,250.00
							L. S. Butler		800.00
							Harper & Harper		235.27
							Butler & Butler		150.00
							Stringer & Seymour		128.25
							Ross Dwyer & Honitch		69.00
							R. C. Butler		10.00

[a] Names not stated in receiver's report to Comptroller.

[b] Examiner in charge or temporary receiver; per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
297	Puget Sound National Bank, Everett, Wash. (second failure).	Aug. 7, 1895	$50,000	Louis K. Church	Wash	$1,983.30	R. M. Bashford		$735.46
							A. A. Kennan		332.00
							J. E. Heran		200.00
							White, Mundy & Fulton		100.00
							Davis, Kellogg & Severance		34.95
							Noble E. Pierce		30.90
298	Keystone National Bank, West Superior, Wis.	Aug. 15, 1895	200,000	Gilbert G. Thorne	Minn	3,850.00	Hughes & Whitford		1,500.00
		Dec. 30, 1897		J. T. Murphy		2,300.00	E. C. Kennedy		597.34
							De Groat & McLean		250.00
							Duncan & Gilbert		200.00
							F. H. De Groat		151.38
							Brown & Abbot		121.68
							Schmidt, Reynolds & Mitchell.		112.55
							Lawrence & Mayo		82.13
							Stringer & Seymour		57.16
							H. H. Grace		38.53
							Alley & Konzen		25.50
299	First National Bank, South Bend, Wash	Aug. 17, 1895	50,000	Jas. G. Heine	Wash	3,161.10	K. M. Landis		2,018.01
		Oct. 29, 1898		J. Frank Aldrich	Ill	2,491.66	Hudson & Holt	Wash	1,525.47
		Feb. 12, 1902		Geo. C. Rankin	Ill	374.30	R. K. Bonney		1,301.43
							W. L. Turney		200.00
							A. S. Davis		150.00
							Welch, Thorpe, Sullivan & Christien.		150.00
							Savage & Oakes		55.50
							Wyman & Neill		41.92
300	State National Bank, Denver, Colo. (formerly in voluntary liquidation; restored to solvency for voluntary liquidation).		300,000						
301	Kearney National Bank, Kearney Nebr	Sept. 19, 1895	100,000	Robert Payne	Nebr	5,038.85	Warren Pratt		1,943.35
							H. Holt		200.00
							G M. Stoddard		82.11
302	First National Bank, Wellington Kans	Oct. 25, 1895	50,000	J. Sam. Brown	Kans	3,241.45	Eugene Hogen		1,351.69
		Feb. 10, 1897		B. J. Sheridan	Kans	4,157.14	A. J. Beveridge		1,026.80
							Thomas George		2,567.53
							J. T. Herrick		166.84
							W. H. Keil		100.00
							J. E. Maxwell		25.00
							Ed. T. Hackney		20.90
							J. F. Curran		10.00
							J. S. Day		10.00

303	Columbia National Bank, Tacoma, Wash	Oct. 30,1895	350,000	Chas. Clary	Wash	2,275.50	P. Tillinghast		7,375.06
		May 5,1896		P. Tillinghast	Wash	10,895.83	J. N. Heron		3,870.00
		Dec. 30,1899		J. Frank Aldrich	Ill	433.29	Dayton, Dumphy & Swift		2,750.00
							Jno. N. Herron		832.58
							Chas. Miller		307.26
							Dayton & Swift		279.72
							Crowley & Groscup		250.00
							Parker & Aaron		251.26
							Hewitt & Wright		245.40
							Sam Bailey, jr		120.00
							Atwood & Pease		101.00
							W. H. Pritchard		100.00
							T. W. Hammond		100.00
							Andrew Fyfe		85.00
							Abe Darlington		54.55
							Cummings & Wright		40.00
							R. L. McDougal		15.85
							Hudson & Holt		4.00
	Total (number banks, 36)		5,235,020						
304	First National Bank, Orlando, Fla. (second failure).	Nov. 29,1895	85,000	Wm. B. Jackson	Fla	4,736.08	Beggs & Palmer	Fla	3,038.27
							J. M. Cheney		437.23
							Abrams		500.00
							Wm. M. Masters		276.28
							F. C. Bryan		29.50
							Attorneys fees[a]		55.00
305	Bellingham Bay National Bank, New Whatcom, Wash.	Dec. 5,1895	60,000	Joseph B. Dawson	Wash	7,348.20	Kerr & McCord		866.00
							Attorneys fees[a]		1,625.00
306	Chattahoochee National Bank, Columbus, Ga.	Dec. 7,1895	100,000	Jno. F. Flournoy	Ga	6,041.67	L. F. Garraud		4,717.40
		June 30,1898		Wm. Leese	Ala	1,283.33	U. V. Whipple		820.93
		Sept. 10,1900		J. Frank Aldrich	Ill	400.00	Raynemore, Hill & Rogers		80.65
		Dec. 31,1901		Geo. C. Rankin	Ill	306.64	F. F. Oldham	Ohio	752.19
307	German National Bank, Lincoln, Nebr	Dec. 19,1895	100,000	K. K. Hayden	Nebr	3,040.00	W. G. Clark		1,015.00
		Aug. 27,1898		J. W. McDonald	Ill	300.00	J. H. Ames		220.82
							Harwood, Ames & Pettis		50.00
							Abbott, Selleck & Love		2.50
308	Fort Stanwix National Bank, Rome, N. Y	Feb. 8,1896		J. Van Vranken	N. Y	(b)			
		Feb. 24,1896	150,000	I. G. Griffin	N. Y	4,000.00	J. W. Hogan		14,038.30
		Apr. 16,1897		R. H. Huntington	N. Y	7,363.83	B. H. Huntington		2,793.80
		Feb. 14,1900		A. L. Dale		780.94	H. S. Bedell		1,268.78
		Mar. 29,1901		J. Frank Aldrich	Ill	550.00	Britton & Gray		500.00
		Feb. 12,1902		Geo. C. Rankin	Ill	938.30	Jno. N. Steele		250.00
							M. N. Wilson		103.18
							Purcell & Carlisle		100.00
							Haynes & Chase		70.00
							J. L. Baker		44.00
							Eugene Lewis		41.50
							Miller & Pomerene		36.00
							F. W. Lewis		35.00

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[b] Examiner in charge or temporary receiver; per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

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297	Puget Sound National Bank, Everett, Wash. (second failure).	Aug. 7, 1895	$50,000	Louis K. Church	Wash.	$1,983.30	R. M. Bashford		$735.46
							A. A. Kennan		332.00
							J. E. Heran		200.00
							White, Mundy & Fulton		100.00
							Davis, Kellogg & Severance		34.95
							Noble E. Pierce		30.90
298	Keystone National Bank, West Superior, Wis.	Aug. 15, 1895	200,000	Gilbert G. Thorne	Minn.	3,850.00	Hughes & Whitford		1,500.00
		Dec. 30, 1897		J. T. Murphy		2,300.00	E. C. Kennedy		597.34
							De Groat & McLean		250.00
							Duncan & Gilbert		200.00
							F. H. De Groat		151.38
							Brown & Abbot		121.68
							Schmidt, Reynolds & Mitchell.		112.55
							Lawrence & Mayo		82.13
							Stringer & Seymour		57.16
							H. H. Grace		38.53
							Alley & Konzen		25.50
299	First National Bank, South Bend, Wash.	Aug. 17, 1895	50,000	Jas. G. Heine	Wash.	3,161.10	K. M. Landis		2,018.01
		Oct. 29, 1898		J. Frank Aldrich	Ill.	2,491.66	Hudson & Holt	Wash.	1,525.47
		Feb. 12, 1902		Geo. C. Rankin	Ill.	374.30	R. K. Bonney		1,301.43
							W. L. Turney		200.00
							A. S. Davis		150.00
							Welch, Thorpe, Sullivan & Christien.		150.00
							Savage & Oakes		55.50
							Wyman & Neill		41.92
300	State National Bank, Denver, Colo. (formerly in voluntary liquidation; restored to solvency for voluntary liquidation).		300,000						
301	Kearney National Bank, Kearney Nebr.	Sept. 19, 1895	100,000	Robert Payne	Nebr.	5,038.85	Warren Pratt		1,943.35
							H. Holt		200.00
							G. M. Stoddard		82.11
302	First National Bank, Wellington Kans.	Oct. 25, 1895	50,000	J. Sam. Brown	Kans.	3,241.45	Eugene Hogen		1,351.69
		Feb. 10, 1897		B. J. Sheridan	Kans.	4,157.14	A. J. Beveridge		1,026.80
							Thomas George		2,567.53
							J. T. Herrick		166.84
							W. H. Kell		100.00
							J. E. Maxwell		25.00
							Ed. T. Hackney		20.90
							J. F. Curran		10.00
							J. S. Day		10.00

303	Columbia National Bank, Tacoma, Wash	Oct. 30,1895	350,000	Chas. Clary	Wash	2,275.50	P. Tillinghast		7,375.06
		May 5,1896		P. Tillinghast	Wash	10,895.83	J. N. Heron		3,870.00
		Dec. 30,1899		J. Frank Aldrich	Ill	433.29	Dayton, Dumphy & Swift		2,750.00
							Jno. N. Herron		832.58
							Chas. Miller		307.26
							Dayton & Swift		279.72
							Crowley & Groscup		250.00
							Parker & Aaron		251.26
							Hewitt & Wright		245.40
							Sam Bailey, jr		120.00
							Atwood & Pease		101.00
							W. H. Pritchard		100.00
							T. W. Hammond		100.00
							Andrew Fyfe		85.00
							Abe Darlington		54.55
							Cummings & Wright		40.00
							R. L. McDougal		15.85
							Hudson & Holt		4.00
	Total (number banks, 36)		5,235,020						
304	First National Bank, Orlando, Fla. (second failure).	Nov. 29,1895	85,000	Wm. B. Jackson	Fla	4,736.08	Beggs & Palmer	Fla	3,038.27
							J. M. Cheney		437.23
							Abrams		500.00
							Wm. M. Masters		276.28
							F. C. Bryan		29.50
							Attorneys fees[a]		55.00
305	Bellingham Bay National Bank, New Whatcom, Wash.	Dec. 5,1895	60,000	Joseph B. Dawson	Wash	7,348.20	Kerr & McCord		866.00
							Attorneys fees[a]		1,625.00
306	Chattahoochee National Bank, Columbus, Ga.	Dec. 7,1895	100,000	Jno. F. Flournoy	Ga	6,041.67	L. F. Garraud		4,717.40
		June 30,1898		Wm. Leese	Ala	1,283.33	U. V. Whipple		820.93
		Sept. 10,1900		J. Frank Aldrich	Ill	400.00	Raynemore, Hill & Rogers		80.65
		Dec. 31,1901		Geo. C. Rankin	Ill	306.64	F. F. Oldham	Ohio	752.19
307	German National Bank, Lincoln, Nebr	Dec. 19,1895	100,000	K. K. Hayden	Nebr	3,040.00	W. G. Clark		1,015.00
		Aug. 27,1898		J. W. McDonald	Ill	300.00	J. H. Ames		220.82
							Harwood, Ames & Pettis		50.00
							Abbott, Selleck & Love		2.50
308	Fort Stanwix National Bank, Rome, N. Y.	Feb. 8,1896		J. Van Vranken	N. Y.	(b)			
		Feb. 24,1896	150,000	I. G. Griffin	N. Y.	4,000.00	J. W. Hogan		14,038.30
		Apr. 16,1897		R. H. Huntington	N. Y.	7,363.83	B. H. Huntington		2,793.80
		Feb. 14,1900		A. L. Dale		780.94	H. S. Bedell		1,268.78
		Mar. 29,1901		J. Frank Aldrich	Ill	550.00	Britton & Gray		500.00
		Feb. 12,1902		Geo. C. Rankin	Ill	938.30	Jno. N. Steele		250.00
							M. N. Wilson		103.18
							Purcell & Carlisle		100.00
							Haynes & Chase		70.00
							J. L. Baker		44.00
							Eugene Lewis		41.50
							Miller & Pomerene		36.00
							F. W. Lewis		35.00

[a] Names not stated in receiver's reports to Comptroller.

[b] Examiner in charge or temporary receiver; per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
308	Fort Stanwix National Bank, Rome, N. Y.—Continued.						J. C. Haynes		$35.00
							Geo. L Schmidt		30.00
							W. Alden Smith		30.00
							W. W. Bartlett		34.00
							A. S. Watter		28.92
							Eugene A. Rowland		21.58
							Kellogg & Van Hoesen		15.00
							A. C. Woodruff		10.00
							James A. Ward		9.73
309	Farmers' National Bank, Portsmouth, Ohio	Feb. 8, 1896	$250,000	David Armstrong	Ohio	$9,715.00	Geo. O. Newman		3,605.00
		Jan. 10, 1899		Noah J. Dever	Ohio	2,650.00	Matthews & Cleveland		2,580.41
		Dec. 17, 1900		J. Frank Aldrich	Ill	325.00	Cleveland & Bowler		2,400.26
		Feb. 12, 1902		Geo. C. Rankin	Ill	1,060.00	A. F. McCormick		1,545.00
							W. E. Bundy		1,500.00
							H. Cleveland		1,496.50
							F. F. Oldham		525.00
							N. W. Evans		220.20
							Henry E. Briggs		50.00
							Wallace D. Childs		25.00
							F. M. Walcott		25.00
							Noah J. Dever		150.00
310	Humboldt First National Bank, Humboldt, Kans.	Feb. 15, 1896	60,000	Wm. Rath	Kans	4,073.47	W. A. Choguill		1,605.97
		Feb. 20, 1899		J. Frank Aldrich	Ill	(a)	Dickinson & Thurber		401.70
							O. Foust & Son		285.00
							Amos & Amos		175.00
							W. A. Atwell		75.50
							T. B. Buckner		75.00
							J. H. Crain		70.40
							Batchelder & Bates		50.00
							R. H. Ormsbee		50.00
							Bishop & Hendrick		50.00
							Lutz & Lutz		26.34
							Owsley & Raysdale		25.00
311	Grand Forks National Bank, Grand Forks, N. Dak.	Apr. 28, 1896	200,000	C. H. Anheier		281.41	Burke Corbet		8,853.30
		Aug. 15, 1896		E. C. Tourtelot	Ill	8,378.81	J. A. Sorley		2,883.33
		Sept. 26, 1900		W. B. Wood	N. Dak.	3,645.83	T. R. Bangs		2,190.00
							J. A. Montgomery		447.00
							Benton & Amidon		401.45
							Corbett & Murphy		366.66
							Henderson, Hurd, Lewhaler & Kiesel.		224.02
							McConnell & McConnell		218.53

							R. S. Roland		200.00
							J. D. Benton		183.41
							J. I. Best & Son		164.50
							J. F. Tracey		151.28
							M. F. Murphy, G. A. Bangs		125.00
							J. D. Jordan		106.00
							W. A. Jay		75.00
							G. A. Bangs		77.00
							T. B. Buckner		25.00
312	First National Bank, Bedford City, Va	May 2, 1896		W. H. S. Burgwyn	N. C.	(b)			
		June 29, 1896	50,000	John Goode	Va.	3,400.00	Campbell & Tucker		25.00
							J. S. Diggs		24.00
313	National Bank of Jefferson, Tex	June 24, 1896	100,000	Thos. J. Rogers	Tex.	4,000.00	Curtis, Mallet, Prevost & Colt.		2,229.19
		July 18, 1898		H. F. Auten	Ark.	2,850.00	R. R. Taylor		1,113.40
		July 18, 1900		J. Frank Aldrich	Ill.	175.00	Hill & Auten	Ark.	800.00
							S. C. Ward		768.65
							S. D. Rowell & H. F. Auten		334.00
							Jno. R. R. Taylor		285.00
							W. V. Tompkins		200.00
							Burke, Vueve & Calhoun		100.00
							H. F. Auten	Ark.	45.00
							I. D. Rowell		25.00
							—— Podd		25.00
314	Sumner National Bank, Wellington, Kans	June 26, 1896	100,000	J. Sam Brown	Kans.	1,562.50	Eugene Hagan		3,317.18
		Feb. 2, 1897		B. J. Sheridan	Kans.	4,157.14	J. S. Dey		500.00
							Geo. K. Nash	Ohio	112.00
315	First National Bank, Cheney, Wash	June 27, 1896	50,000	D. F. Percival		3,300.00	Jno. I. Melville		95.00
							J. Z. Moore		50.00
							Fugt & Ludden		22.65
316	Kittias Valley National Bank, Ellensburg, Wash.	July 18, 1896	50,000	J. C. Hubbell	Wash.	5,350.00	Robt. M. Morse		1,969.77
							Kaufman & Frost		1,534.71
							R. Kauffman		954.29
							Parker & Aaron		483.55
							Weeds, Smith & Conway		159.25
							Danon, Thomas & Thompson.		100.00
317	First National Bank, Hillsboro, Ohio	July 22, 1896	100,000	John Hulitt	Ohio	14,718.32	Huggins & Watts	Ohio	3,659.14
							H. M. Huggins	Ohio	1,521.59
							Kirby Smith		411.00
							Harland Cleveland		400.00
							Geo. L. Garrett		125.00
							Steele & Sams		100.00
							Mockett & Polk		100.00
							Steele & Hogsett		50.00
318	American National Bank, Denver Colo. (restored to solvency and resumed business Jan. 7, 1897).	July 25, 1896	500,000						

a See "Other employees."

b Examiner in charge or temporary receiver; per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
319	First National Bank, Minot, N. Dak.	Aug. 12, 1896	$50,000	Joseph Roach	Minn	$3,700.00	Benton & Bradley		$541.41
		July 21, 1898		C. E. Rittenhouse	Wis	1,004.16	C. Aurland		281.20
							A. J. & C. P. Eustace		160.57
							Ball, Watson & Maclay		147.46
							Dickman Donnely		75.00
							T. Couch	N. Y	50.00
							K. M. Landis	Ill	20.56
320	Yates County National Bank, Penn Yan, N.Y.	Aug. 17, 1896	50,000	J. Van Vranken	N. Y	(a)	Huson & Dwelle		2,701.24
		Nov. 16, 1896		Silas Kinne		575.00	F. F. Oldham	Ohio	300.00
		Mar. 31, 1897		C. C. Lodewick	N. Y	6,785.25	W. H. Addick		300.00
		July 25, 1900		Reuben A. Scofield	N. Y	1,000.00	J. H. Butler		283.00
							M. A. Leary		118.12
							G. S. Sheppard		100.00
							Briggs & Kimball		15.00
321	First National Bank, Larned, Kans.	Aug. 26, 1896		Wm. C. Stainsby		(a)			
		Oct 8, 1896	50,000	Jacob De Con		1,920.00	Bentley, Smythe & Finney		1,500.00
							Geo. W. Finney		401.78
							Stanley & Vermillion		318.31
							Fred W. Bentley		117.53
							David Smythe		100.89
							Bastrop & O'Neill		25.00
							Wm. Osmond		10.10
322	Citizens National Bank, San Angelo, Tex.	Sept. 9, 1896	100,000	Chas. A. Dailey	Tex	5,060.00	W. A. Wright		1,749.00
							J. T. Thompson		109.36
							D. S. Wallace		10.00
							T. C. Wynn		10.00
323	Sioux National Bank, Sioux City, Iowa	do	300,000	Jonathan W. Brown	N. Y	12,191.70	W. H. Farnsworth		5,989.08
							T. F. Boynton		2,414.35
							F. F. Oldham	Ohio	1,750.00
							J. L. Lothrop		100.00
							H. R. Turner		24.45
							Geo. Conway		15.41
							McGrillin & Argo		12.60
324	American National Bank, New Orleans, La.	Sept. 10, 1896	200,000	F. L. Richardson	La	15,054.11	F. N. Butler		7,282.41
							W. C. Cochran		1,533.71
							Curtis Mallet, Prevost & Coit.		1,255.32
							R. M. Farthing		638.35
							Lazarus Moore & Luse		225.00
							C. S. Rice		200.00
							K. M. Landis		100.00
325	First National Bank, Helena, Mont.	Sept. 11, 1896	800,000	Erastus D. Edgerton	Mont	1,527.00	Wm. Wallace, jr.		8,575.00

		Jan. 15, 1897	.....	J. Sam Brown	Kans	4,900.00	D. A. Holmes	.....	1,560.00
		Nov. 10, 1097	.....	Eugene T. Wilson	Wash	18,194.03	Toole & Wallace	.....	1,466.59
							Frank Pierce	.....	1,070.82
							Gilbert & Fell	.....	1,023.70
							A. J. Galen	.....	760.15
							H. G. McIntire	.....	667.75
							Lucien Baker	.....	590.30
							Calvin Beach	.....	528.53
							L. G. Sanders	.....	300.00
							Thos. E. Wing	.....	261.65
							Massena Bullard	.....	250.00
							J. G. Long	.....	250.00
							F. W. Collins	.....	212.72
							Galen & Beattie	.....	188.50
							Reed & Reed	.....	180.00
							Cooper & Cooper	.....	152.65
							Searle & Russell	.....	130.52
							Chas. R. Leonard	.....	115.00
							F. F. Oldham	.....	100.00
							F. Pierce	.....	108.00
							Wm. T. Harrity	.....	100.00
							H. M. Dougherty	.....	80.00
							M. G. Jeffris	.....	79.98
							Bailey & Darling	.....	78.00
							J. M. Simpson	.....	69.10
							John Young	.....	50.00
							Galen & Moore	.....	11.35
							Goodrich, Whitney & Hogan.	.....	25.00
							E. W. Beattie	.....	25.00
							Geo. H. Hill	.....	15.00
							A. L. Currey	.....	50.00
							Chas. Mellen	.....	71.25
							J. H. Atwood	.....	11.32
							A. K. Barbour	.....	50.00
							O. W. McConnell	.....	50.00
							Button & Button	.....	61.80
							Corse	.....	25.00
							White & Carter	.....	25.00
							—— Franklin	.....	20.00
							Atorney's fee collecting stock assessment.[b]	.....	434.80
326	Bennett National Bank, New Whatcom, Wash.	Sept. 19, 1896	50,000	Chas. Clary	Wash	(a)	.....	.....	.....
		Nov. 7, 1896	.....	P. W. Strader	.....	6,124.29	Kerr & McCord	.....	1,350.50
							Kellogg & Fenadine	.....	10.00
							Attorney's fees[b]	.....	27.50
327	First National Bank, Springville, N. Y.	Oct. 3, 1896	50,000	W. A. Douglas	N. Y.	5,500.00	Albert C. Spann	N. Y.	707.30
		Mar. 31, 1905	.....	Geo. C. Rankin	Ill	775.00	W. G. Laidlow	.....	300.00
							Dana Jewell	.....	235.16
							Bissell, Carey & Cook	.....	143.86

[a] Examiner in charge or temporary receiver; per diem.

[b] Name not stated in receiver's reports to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
328	First National Bank, Mount Pleasant, Mich.	Oct. 7, 1896	$50,000	Chas. M. Wilson	Mich.	$4,580.64	Jno. E. Moore		$1,372.48
		Jan. 21, 1899		George Reed	Mich.	3,558.05	Spaulding, Norton & Dooling.	Mich.	1,895.89
							H. H. Groves		400.00
							Salaries of attorneys [a]		400.00
							F. H. Dodds		35.00
							O. G. Brubaker		10.00
329	First National Bank, Ithaca, Mich	Oct. 14, 1896	50,000	George Reed	Mich.	1,916.62	Geo. P. Stone		139.95
							Russell & McNamara		72.00
							H. H. Graves		59.00
							B. H. Sawyer		
330	City National Bank, Tyler, Tex	Oct. 17, 1896	100,000	A. G. McIlvaine	Tex.	4,750.00	H. B. Marsh	Tex.	2,570.00
		July 1, 1898		Gus F. Taylor	Tex.	1,050.00	Marsh & McIlvaine		700.00
		July 8, 1899		J. S. Loftin		1,977.81			
		Feb. 20, 1901		J. Frank Aldrich	Ill.	200.00			
		Dec. 13, 1901		Geo. C. Rankin	Ill.	665.00			
	Total (number banks, 27)		3,805,000						
331	First National Bank, Garnett, Kans	Nov. 9, 1896	50,000	R. E. Spangler	Ill.	3,265.31	M. L. Bowman		1,095.24
							W. A. Johnston		100.00
							W. A. Powell		50.00
332	First National Bank, Eddy, N. Mex	Nov. 10, 1896	50,000	I. W. Rogers	N. Mex.	5,583.32	Freeman & Cameron		250.00
							"Solicitor's salary" [a]		1,702.50
333	Second National Bank, Rockford, Ill	Nov. 10, 1896	200,000	H. H. Waldo	Ill.	11,375.00	R. K. Welsh		3,921.72
							Lathrop & Andrews		500.00
							Arthur H. Frost		323.64
							Peckham, Warner & Strong		180.00
							Lowdon, Estabrook & Davis		100.00
							James R. Webster		100.00
							H. L. Reed		50.00
							"Attorneys' fees" [a]		125.00
334	Marine National Bank, Duluth, Minn	Nov. 11, 1896	200,000	William E. Lucas	Minn.	10,283.33	F. W. Sullivan		1,306.74
							Dickinson, Warren & Warren.		534.18
							J. L. Washburn		358.05
							Al Denison		297.46
							Searles & Spencer		250.00
							Geo. M. Eckels		305.00
							Corydon & Dickinson		232.11
							Dickinson & Thurber		107.77

							Henderson, Hurd, Lenehan & Keesel.		100.51
							Davis, Kellogg & Severance.		28.72
							Washburn & Bailey		25.00
335	First National Bank, Decorah, Iowa	Nov. 24, 1896	75,000	Wm. H. Dent	Iowa	6,250.00	James H. Shields	Iowa	2,050.25
		Jan. 28, 1901		Edwin F. Brown	Ill.	6,521.11	Willett & Willett		1,123.00
							J. H. Trenin		872.12
							Stringer & Seymour	Minn.	608.19
							D. W. Lawler		286.70
							Dickinson & Thurber		110.10
							Dani. Shea		85.00
							Linden Evans		80.25
							E. C. Rhoades		75.00
							J. W. Lavansky		69.39
							Fish, Cary, Upham & Black.		58.65
							Ward, Currey & Webster	Ill.	25.00
							O'Reilly & Burns		8.50
336	Missouri National Bank, Kansas City, Mo.	Dec. 3, 1896	250,000	T. B. Wallace	Mo.	12,716.25	W. H. Wallace		4,457.70
		Apr. 10, 1901		Edwin F. Brown	Ill.	1,859.71	W. C. Cochran		3,917.55
							Goodrich, Vincent & Bradly.		2,000.00
							C. W. Starling		1,205.27
							J. J. Hawkins		400.00
							W. F. Short		475.00
							Trimble & Braley		618.37
							Carr, Alleman & Kennedy		262.50
							Botcheider & Boden		321.00
							Clark E. Carr		150.00
							E. E. Richardson		150.00
							Geo. B. Stewart		150.00
							Ingraham & Cowherd		150.00
							W. W. Dyer		125.00
							Jno. Lynch		125.00
							J. W. Garner		111.05
							Cummins, Hewitt & Wright		100.00
							Uhl, Jones & Landis		140.91
							A. R. Creelman		75.00
							J. A. Thompson		73.15
							J. H. Stovely		50.00
							Brousseau & Montgomery		50.00
							Solon L. Perrin		33.60
							Wilson, Moore & McIlvain		25.00
							Alexander Downey		38.00
							Brown, Wheeler & Brown		25.00
							Pulsifer & Alexander		18.30
							T. A. T. Jones		15.00
							Dawson & Garvin		10.00
							Oscar Latham		135.00
							F. F. Oldham		435.45

a Names not stated in receiver's reports to Comptroller

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
337	First National Bank of East Saginaw, Saginaw, Mich.	Dec. 10, 1896	$100,000	Thos. A. E. Weadock	Mich.	$11,437.50	Humphrey & Grant		$250.00
							Jno. M. Brooks		31.70
							Avery Bros. & Wright		291.20
							T. A. E. Weadock		2,500.00
338	First National Bank, Tyler, Tex	Dec. 17, 1906	200,000	Gus F. Taylor	Tex.	6,149.98	Marsh & McIlwaine		4,495.00
		July 8, 1899		J. S. Loftin		1,344.58	H. B. Marsh	Tex.	750.00
		Feb. 20, 1901		J. Frank Aldrich	Ill.	200.00	Duncan & Jones		400.00
		Dec. 31, 1901		Geo. C. Rankin	Ill.	1,690.00	J. W. Fitzgerald		300.00
							W. C. Cochran		[a] 135.26
							W. S. Forman		1,810.00
							Curtis, Mallet, Prevost & Call.		100.08
							W. W. Dyer		50.00
							J. C. Baldwin		25.00
							W. R. Castle		10.00
339	First National Bank, Niagara Falls, N. Y.	Dec. 18, 1896	100,000	H. St. C. Denny	N. Y.	3,306.66	Bissell & Metcalf		1,716.92
							—— Bissell		1,166.66
							Bissell & Cary		500.00
							Attorney fees [b]		70.80
340	National Bank of Illinois, Chicago, Ill.	Dec. 21, 1896	1,000,000	John C. McKeon	Ill.	7,798.91	John D. Hood	Ill.	25,479.50
		Jan. 4, 1898		John McNulta	Ill.	21,657.60	Jesse A. Baldwin		5,816.76
		Feb. 28, 1900		E. A. Potter	Ill.	49,237.91	F. P. Snyder		3,220.38
							F. H. Jones	Ill.	5,400.00
							H. A. Gardner		3,000.00
							Thomas A. Moran		3,000.00
							Jesse A. & H. R. Baldwin		2,914.40
							G. M. Eckels		2,147.00
							H. T. Gilbert & Gilbert & Fells. [c]		7,087.50
							Follansbee & Follansbee		1,547.52
							E. H. Adams		1,730.50
							A. T. McCormick		1,084.20
							Kenesaw M. Landis		541.21
							Uhl, Jones & Landis		707.50
							Newman, Lothrop, Levinson & Becker.		1,500.00
							Jno. P. Wilson		1,000.00
							F. F. Oldham	Ohio	1,534.48
							Wilson, Moore & McIlvane		3,050.00
							James M. Proudfit		620.70
							Chas. J. Trainor and Geo. W. Butler.		624.00

							Amos W. Marston		500.00
							J. E. Pollock		500.00
							G. A. Follansbee		500.00
							F. W. Collins		500.00
							Mason, Holmes & Mason		750.00
							F. C. Bryan		554.22
							Palmer & Gittings	Wis	334.60
							Adams & Froehlich		515.00
							Paines, Blyth & Huxtable (England).		280.79
							E. S. Taylor		250.00
							Willard & Evans		335.00
							R. E. Jenkins		122.00
							E. P. Howe		105.37
							J. R. Webster		100.00
							Ed O'Bryan		136.00
							Russell, Gray & Jamison		83.00
							Arnold Heap		91.25
							Draper, Davis & Hollister		63.34
							Dudley & Coffin		50.00
							Story & Stevens	Colo	43.00
							Edw. Logan Reeves		40.00
							C. B. Southad		38.58
							R. L. Latham		26.00
							Alva P. Cady		51.45
							Hudson & Holt	Wash	19.70
							S. S. Field		10.00
							W. C. White		5.00
341	Big Rapids National Bank, Big Rapids, Mich. (formerly in voluntary liquidation).	Dec. 31, 1896	100,000	Jno. S. Lawrence	Mich	4,375.00	N. A. Fletcher		547.05
							Fletcher & Wanty		505.29
							Moore & Wilson		85.30
							Curtis, Mallet, Prevost & Colt.		28.09
342	Second National Bank, Grand Forks, N. Dak.	Jan. 7, 1897	50,000	E. C. Tourtelot	Ill	4,616.16	Burke Corbet		1,675.00
		May 31, 1900		Geo. D. Corson		700.00	T. R. Bangs		1,400.00
							J. A. Sorley		100.00
							Corbet & Murphy		90.00
							J. Dailey		75.00
							W. F. Vilas		50.00
							M. J. O'Connor		10.60
							F. W. Collins		35.00
343	First National Bank, Sioux City, Iowa (restored to solvency Mar. 16, 1897, and resumed business).	Jan. 7, 1897	100,000						
344	Citizens' National Bank, Fargo, N. Dak.	do	100,000	C. H. Anheier		9,146.52	J. D. Benton		1,395.00
		Feb. 25, 1901		E. F. Brown	Ill	1,644.55	Benton, Lovell & Bradley		1,180.00
							Benton & Bradley		2,502.00
							Benton, Lovell & Holt	N. Dak.	1,115.06
							Geo. M. Eckels		527.57

[a] Includes expense.
[b] Names not stated in receiver's report to Comptroller.
[c] Paid S. S. Gregory for services in full of above named attorneys as per receiver's report June 30, 1900

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
344	Citizens' National Bank, Fargo, N. Dak.—Continued.						Chas. Mellen		$167.00
							W. C. Resser		85.00
							W. H. Geary		75.00
							M. J. Kirkman		30.00
345	Merchants' National Bank, Devils Lake, N. Dak.	Jan. 11, 1897	$50,000	C. H. Springer	N. Dak.	$908.42	M. H. Brennan		183.50
346	First National Bank, Alma, Nebr.	Jan. 12, 1897	50,000	Albert Watkins	Nebr.	4,768.56	A. F. Tibbets		1,510.65
							Attorney's fees [a]		75.00
347	Columbia National Bank Minneapolis, Minn.	Jan. 14, 1897	200,000	John B. Atwater	Minn.	7,688.66	Britton & Gray		500.00
							Davis, Kellogg & Severance		500.00
							H. J. Giertsen		367.00
							C. S. Edwards		305.00
							F. M. Thornton		100.00
							Peterson & Kolliner		287.70
							Spooner & Shelley		192.12
							G. W. Wilson		77.50
							G. H. Partridge		75.00
							W. H. H. Tuttle		60.00
							Koon, Whelan & Bennett		50.00
							W. A. Smith		37.35
							F. W. Ames		25.00
							Selden Bacon		25.00
							A. G. Braden		25.00
							McConnell & Schweizer		13.00
348	Dakota National Bank, Sioux Falls, S. Dak.	Jan. 20, 1897	50,000	C. F. Zimmerman		7,816.66	T. B. McMartin		3,481.71
							J. W. Boyce		100.00
							Jayne & Helliwell		50.00
							B. Douglas		5.00
							C. M. Werner		5.00
							Attorneys' fees [a]		5.00
349	First National Bank, Newport, Ky.	Jan. 21, 1897	200,000	Geo. P. Wilshire	Ky.	9,024.99	W. H. Mackay		6,000.00
		Oct. 31, 1899		James B. Ross	Ind.	2,166.66	John G. Carlisle		1,000.00
		Dec. 31, 1902		Henry Speer, jr.	Ohio	2,566.66	Wilby & Wald		1,361.20
		do		Edwin F. Brown	Ill.	775.25	F. M. Hayes		1,062.00
		Sept. 1, 1904		Geo. C. Rankin	Ill.	455.00	C. S. Raison		1,006.76
							Chas. J. Helm		488.73
							Wm. B. McCauslin		575.00
							A. T. Root		666.67
							Howard M. Benton		110.00
							Walter Forstner		67.50
							Chas. M. Leslie		60.00
							Joseph R. Webster		75.00

							Root & Root		45.25
							A. E. Lett		30.00
							John Hodge		25.16
							H. H. Grant		10.00
							H. Gunkle		10.00
							Frank V. Benton		5.00
350	German National Bank, Louisville, Ky	Jan. 22, 1897	251,500	R. H. Courtney	Ky	9,250.00	W. M. Smith	Ky	12,215.43
		June 15, 1900		W. J Cook		2,916.00	Jno. G. Carlisle	Ky	2,500.00
		Nov. 30, 1901		Jos. W. Norvell	Ill	2,983.91	Frank R. Grover & Edward J. Dalmes.		300.00
							Powers & Atchison		30.00
							Thad. A. Cox		14.63
351	Mutual National Bank, New Orleans, La	Jan. 27, 1897	200,000	W. E. Huger	La	4,083.32	T. M. Miller		2,624.94
		Feb. 15, 1899		F. L. Richardson	La	2,260.36	M. C. Cochran		352.90
							Clegg & Quentero		50.00
							Dufour & Dufour		15.00
352	Merchants' National Bank, Ocala, Fla	Feb. 3, 1897	100,000	G. C. Stapleton	Fla	4,583.38	Fleming & Fleming		1,117.55
		July 31, 1899		J. Frank Aldrich	Ill	225.00	R. McNamee		630.00
		Feb. 27, 1902		Geo. C. Rankin	Ill	80.00	W. I. Jennings		635.20
							Fleming & Fleming & McNamee.		400.00
							O. T. Green		125.00
							R. McConathy	Fla	250.00
							A. D. Follett		75.00
							Louis F. Doyle		50.00
							Hoke Smith	Ga	50.00
							Harity & Beck		26.12
							Brinton & Davis		5.00
		Feb. 4, 1897		Eugene T. Wilson	Wash	(b)			
353	Moscow National Bank, Moscow, Idaho	Mar. 10, 1897	75,000	W. H. Stufflebeam		2,048.90	R. T. Morgan		1,790.00
		Jan. 3, 1898		W. P. Connaway		6,250.00	Warren Truitt		811.00
		Apr. 1, 1901		Edwin F. Brown	Ill	1,022.46	Crozier & Pickett		300.00
							Willis Sweet		300.00
							S. B. Hudson		300.00
							Wm. H. Effinger		200.00
							Mitchell & Orland		95.00
							Lynden Evans		40.00
							Brinker, Jones & Richards		65.00
							Forney, Smith & Moore		25.00
							Frederick F. Holman		50.00
354	First National Bank, Olympia, Wash	Feb. 17, 1897	100,000	A. A. Phillips	Wash	6,655.00	F. N. Allen		1,431.65
							J. Moore		40.00
							A. V. Linn		31.00
							Attorney a		25.00
355	First National Bank Franklin, Ohio	do	50,000	J. D. Miller	Ohio	6,050.00	Harlan Cleveland	Ohio	1,773.48
		Dec. 31, 1902		Edw. F. Brown	Ill	875.28	G. Boxwell		1,322.50
		Sept. 1, 1904		Geo. C. Rankin	Ill	375.00	Cleveland & Barton		724.95
							Cleveland & Bowles		475.38
							J. D. Miller	Ohio	200.00
							Wm. Alden Smith		40.00

a Names not stated in receiver's reports to Comptroller

b Examiner in charge or temporary receiver, per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
356	First National Bank, Griswold, Iowa	Feb. 17, 1897	$50,000	Ira T. Hendricks	Iowa	$6,078.99	Galvin & Twiley		$1,122.07
		June 11, 1900		J. Frank Aldrich	Ill	475.00	Geo. Lambert Smith		794.69
		Dec. 31, 1901		Geo. C. Rankin	Ill	670.00	L. L. De Lano	Iowa	767.91
							L. L. De Lano & Morideth		464.06
							Attorneys' fees		10.00
357	National Bank of Potsdam, N.Y	Mar. 2, 1897	200,000	J. Van Vranken	N. Y.	12,311.22	Thos. Spratt	N. Y.	11,643.54
							W. M. Hawkins		19.79
							G. T. Shepard		5.00
358	Northwestern National Bank, Great Falls, Mont.	Mar. 6, 1897		James B. Lazear	Nebr.	(b)			
		May 5, 1897	250,000	James T. Stanford		10,950.02	Lyter & Gormley		2,100.00
							M. M. Lyter		1,654.85
							Britton & Gray		802.50
							Louis F. Doyle		750.00
							Sanford & Grubb		30.00
							F. F. Oldham	Ohio	523.25
359	Merchants National Bank, Jacksonville, Fla.	Mar. 17, 1897	100,000	E. T. Shubrick		800.38	Frank Clark		2,208.33
		Aug. 2, 1897		Thos. V. Porter		2,634.88	Buckman & Clark		1,851.65
		Apr. 11, 1898		A. S. Eddy	Ill	5,843.06	Bisbee & Rinehart		1,109.00
							Clark & Gibbons		225.00
							A. D. Follett		150.00
							H. F. Baya		10.00
							Asa W Walters		25.00
360	Union National Bank, Minneapolis, Minn	Mar. 20, 1897	500,000	C. W. Sexton	Minn	7,376.67	Welch, Hague & Hubackek		6,079.40
		June 6, 1899		T. M. Thornton	Ill	7,410.33	Britton & Button		600.00
							C. S. Hamlin		250.00
							Harrity, Lowery & Thompson.		203.78
							Kitchel, Cohen & Shaw		250.00
							F. F. Oldham	Ohio	1,460.00
361	The Dalles National Bank, The Dalles, Oreg.	May 7, 1897		Chas. Clary	Wash	(b)			
		June 14, 1897	50,000	H. S. Wilson	Oreg	7,255.44	Huntington & Wilson	Ill	1,678.81
							Snow & McCamant		196.40
362	City National Bank, Gatesville, Tex	May 29, 1897	50,000	Thos. M. Thornton	Ill	3,732.10	McDowell & Sadler		1,400.00
							H. M. Atkinson		50.00
							Hollaway & Hollaway		75.50
							Cain & Knox		15.00
363	Merchants' National Bank, Helena, Mont	June 2, 1897	350,000	Eugene T. Wilson	Wash	20,277.38	McConnell & McConnell	Mont	5,874.70
							Wm. Wallace, jr		357.50
							John Lynch		245.00
							Gordon T. Hughes		225.00
							Frank W. Lewis		20.00

							Attorneys' fees[a]		686.65
							Goodrich, Whitney & Hagen.		421.11
							F. W. Collins		50.00
364	First National Bank, Orleans, Nebr	June 5,1897	50,000	Peter O. Hedlund	Nebr.	3,843.56	Lamberton & Hall		1,719.10
		June 9,1899		John W. McDonald	Nebr.	600.00	F. M. Hall	Nebr.	1,009.61
							J. M. Lamberton		541.40
							E. J. Hedges		250.00
							J. R. Randall		65.00
							Beresford Simpson		30.00
365	Keystone National Bank, Erie, Pa	July 26,1897	150,000	F. M. Hayes		7,899.99	Asa W. Waters	Pa	3,055.84
		Apr. 17,1899		Geo. H. Higgins		8,875.00	Geo. H. Higgins		2,562.50
		Mar. 31,1902		Geo. C. Rankin	Ill.	825.00	E. F. Bacon		1,329.15
							Frank Gunnison		615.05
							John G. Johnson		200.00
							E. K. Mason		86.00
							E. R. Hall		63.34
							W. P. Hayes & Son		50.00
							Joseph R. Webster		25.00
							Haskins & McClintock		10.00
366	Merchants and Miners' National Bank, Phillipsburg, Mont.	July 28,1897	50,000	Sam A. Swiggett	Mont.	2,525.00			
367	First National Bank, Asheville, N. C	Aug. 23,1897	100,000	V. S. Lusk	N. C.	1,446.62			
		Nov. 7,1898		J. Frank Aldrich	Ill.	112.50	T. S. Rollins		250.00
		Dec. 31,1901		Geo. C. Rankin	Ill.	72.48	Barnett, Miller & Barnett		50.00
							Davidson & Jones		25.00
							F. F. Oldham	Ohio	477.08
368	First National Bank, Benton Harbor, Mich	Sept. 21,1897	50,000	D. B. Ainger	Mich.	5,973.61	Gore & Harvey		2,182.48
							Victor M. Gore		66.50
							Thompson & Gray	Ind.	119.00
							Carroll & Dean	Ind.	25.00
							A. P. Cody		10.00
	Total (number of banks, 38)		5,851,500						
369	Sault Ste. Marie National Bank, Sault Ste. Marie, Mich.	Dec. 10,1897	100,000	John J. Enright	Mich.	189.15	John W. Shine		20.00
		Mar. 1,1898		Eugene McCormas		1,595.14			
370	First National Bank, Pembina, N. Dak	Jan. 19,1898	50,000	W. J. Kneeshaw	N. Dak.	6,630.00	Cochrane & Corliss		1,578.54
		Mar. 11,1901		Edwin F. Brown	Ill.	766.66	M. Brynjalfsor	N. Dak.	585.00
		May 15,1902		Thos. R. Shaw	N. Dak.	2,350.00	T. R. Bings		577.56
							F. A. Hart	N. Dak.	414.00
							A. G. Vick		261.30
							W. H. Eustis		106.29
							J. R. Webster		50.00
							M. J. Kirkman		25.00
							Warren, Richardson & Laurimer.		5.00

[a] Names not stated in receiver's reports to Comptroller.

[b] Examiner in charge or temporary receiver; per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
371	Chestnut Street National Bank, Philadelphia, Pa.	Jan. 29, 1898	$500,000	Geo. H. Earle, jr.	Pa.	$44,711.10	Asa W. Waters	Ill.	$26,959.42
							Austin Lynch		24,484.43
							C. Biddle	Pa.	12,029.98
							W. H. Addicks		10,119.05
							J. Johnson		750.00
							Chas. J. Hamlin		151.70
							H. C. Laughlin		75.00
							F. C. Bryan		75.00
							M. M. McGuire		50.00
372	National Bank Paola, Kans	Feb. 1, 1898	50,000	Thomas T. Kelly	Kans.	3,205.53	Benson & Smart		1,429.81
							B. F. Simpson		480.00
373	First National Bank, Larimore, N. Dak	Feb. 26, 1898	50,000	W. A. Gordon	N. Dak.	5,349.89	J. D. Campbell	N. Dak.	815.00
							Wm. Alden Smith		210.00
							C. M. Cooley		198.40
							Tracy R. Bangs		173.95
							C. F. Templeton		31.00
374	Hampshire County National Bank, Northampton, Mass. (restored to solvency and resumed business Mar. 20, 1899).	May 23, 1898	250,000	John W. Mason	Mass.	2,848.61	Hammond & Field		3,131.99
							Frank H. Jackson		75.00
							W. W. Dyer		20.00
							Wagner & Cooper		16.57
375	State National Bank, Logansport, Ind. (formerly in voluntary liquidation).	Sept. 27, 1898	200,000	Joseph W. Selden	Mich.	1,550.00	Loudon, Estabrook & Davis		1,000.00
							Magee & Funk		660.40
	Total (number of banks, 7)		1,200,000						
376	First National Bank, New Lisbon, Ohio	Nov. 3, 1898	50,000	J. B. Cameron	Ohio	2,333.33	A. D. Follett	Ohio	1,158.58
		Dec. 30, 1899		L. C. Laylin	Ohio	2,000.00	J. G. Moore		1,548.00
		Dec. 31, 1901		Jas. G. Moore	Ohio	5,625.00	Billingsley, Taylor & Clark	Ohio	43.43
							C. S. Speaker	Ohio	15.00
							F. F. Oldham	Ohio	285.00
377	First National Bank, Carthage, N. Y	Nov. 4, 1898		Josiah Van Vranken	N. Y.	(a)	E. R. Brown		3,364.21
		Nov. 17, 1898	100,000	Edward N. Smith	N. Y.	9,179.29	Edward W. Smith		1,025.00
							A. E. Kilby		1,111.44
							Rodgers & Atwell		300.94
							Wm. F. Gurley		150.00
							E. C. Emerson		30.00
							Edward J. Graham		25.00
							W. N. Wrape		20.00
							W. B. Van Allen		18.75
							J. Van Vranken		15.00
							J. S. Barker		5.85

378	First Nationa Bank, Neligh, Nebr	Nov. 4, 1898	50,000	H. J. Whitmore		4,716.67	W. F. Gurley		1,514.40
							Genley & Woodruff		750.00
							J. W. Woodruff		250.00
							C. H. Kelsey		25.00
							Attorneys [b]		2,750.00
379	First National Bank, Flushing, Ohio	Nov. 5, 1898		James W. De Lay		(a)			
		Dec. 7, 1898	50,000	Henry M. Davies	Ohio	4,633.18	A. W. Kennon		389.91
380	First National Bank, Emporia, Kans	Nov. 16, 1898	100,000	C. S. Jobes		(a)	Lambert & Huggins		4,165.00
		Feb. 15, 1899		Morton Albaugh	Kans	6,730.72	J. R. Webster		3,000.00
							F. F. Oldham	Ohio	1,125.00
		Jan. 23, 1901		Edwin F. Brown	Ill	1,283.45	Buck & Spencer		800.00
		Jan. 10, 1902		A. W. Benson	Kans	1,485.00	J. J. Buck		350.00
		June 11, 1903		Geo. C. Rankin	Ill	1,005.00	Rossington Smith	Kans	740.61
							F. C. Newman		600.00
							F. H. Platt		516.75
							F. C. Bryan	D. C.	370.51
							Madden Bros		300.00
							Graves & Harner	Kans	250.00
							M. J. Kirkman		169.96
							L. B. Kellogg		150.00
							Attorneys [b]		1,609.32
381	First National Bank, Cordele, Ga	Mar. 4, 1899		W. H. S. Burgwyn	N. C.	(a)			
		do		Geo. R. De Saussure	Ga	(a)			
		Apr. 10, 1899	50,000	James McDowell	S. Dak.	803.86	Bacon, Miller & Brunsen		2,750.00
		Nov. 24, 1899		Geo. D. Corson	Ill	775.00	N. V. Whipple		1,000.00
		May 24, 1900		U. V. Whipple	Ga	2,392.81	J. T. Hill		350.00
							Allen Foot		250.00
							E. F. Strozier		64.30
							Shipp & Sheppard		25.00
							De Lacy & Bishop		15.00
382	Cocheco National Bank, Dover, N. H	June 6, 1899	150,000	E. H. Carroll	N. H.	4,150.00	A. G. Whittemore		850.00
							John Kivel		250.00
383	Citizens' National Bank, Niles, Mich	July 8, 1899	50,000	Jos. W. Selden	Mich.	610.00	Charles E. Sweet		1,003.96
		Sept. 30, 1899		A. B. Darragh	Mich.	3,193.45	G. A. Lambert		794.46
		Jan. 10, 1901		John C. W. Rhode	Mich.	3,168.75	Edward J. Brundage		470.00
							Chas. P. Collingwood		193.07
							J. F. Giring		146.50
							Chas. E. White		10.00
							Attorneys [b]		177.67
384	Atchison National Bank, Atchison, Kans	Sept. 5, 1899	50,000	C. S. Jobes		(a)	Jackson & Jackson		335.00
		Oct. 31, 1899		Frank G. Crowell		3,126.37	Bronnell & Pohler		100.00
385	First National Bank, Penn Yan, N. Y	Sept. 18, 1899	50,000	E. J. Graham	N. Y.	611.18	Geo. Lambert Smith		1,146.00
		Nov. 15, 1899		Reuben A. Scofield	N. Y.	3,638.82	F. N. Clifford		1,125.00
							Geo. S. Sheppard		392.70
							J. W. Beekman		197.88
							Geo. A. Canaton		35.00
							Van Voorhis & Son		25.00
							C. J. Huson		15.00
							F. F. Oldham	Ohio	752.25

[a] Examiner in charge or temporary receiver; per diem.

[b] Names not stated in receiver's report to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
386	First National Bank, Arkansas City, Kans. (formerly in voluntary liquidation; second failure).	Oct. 19, 1899	$100,000	Norman H. Moss	Ill	a$1,446.00			
387	First National Bank, McPherson, Kans. (formerly in voluntary liquidation).	Oct. 28, 1899	50,000	Norman H. Moss	Ill	3,420.00	Norman H. Moss	Ill	$50.00
	Total (number of banks, 12)		850,000						
388	Broadway National Bank, Boston, Mass.	Dec. 16, 1899	200,000	D. G. Wing	Mass.	1,500.00	Alfred Hemenway	Mass.	2,000.00
							A. L. Cuny	Ill	250.00
							F. F. Oldham	Ohio	150.00
389	Peoples' National Bank Denver, Colo. (formerly in voluntary liquidation).	Dec. 20, 1899	300,000	Earl W. Cranston		5,288.86	F. F. Oldham	Ohio	1,500.00
		June 20, 1901		E. F. Brown	Ill	140.63	Cranston, Pitkin & Moore	Colo	224.25
							Frank W. Butler		127.00
							C. O. Whittemore		50.00
							Garfield, Garfield & Hare		40.00
							J. T. Goring		90.00
							C. D. Barnes		15.00
							A. W. Waters		15.00
390	Globe National Bank, Boston, Mass.	Dec. 21, 1899	1,000,000	D. G. Wing	Mass.	20,888.83	A. Hemenway		12,000.00
							W. W. Dyer		8,606.67
							Frank R. McCormick		463.32
							Ranson Coops		310.00
							J. M. Chisholm		200.00
							L. Bryant		207.70
							Schafer & Davis		175.00
							R. A. Sturges		57.24
							J. W. Belcher		57.24
							Walthrop & Kirkman		56.35
							Clapp & Glove		
391	Merchants' National Bank, Rutland, Vt.	Mar. 26, 1900	100,000	D. D. Muir	Colo.	14,141.24	T. E. Wing		1,863.56
							Joel C. Baker	Vt.	1,671.40
							Carter, Hughes & Dwight		567.40
							F. F. Oldham		2,598.55
							Geo. L. Rice		135.00
							E. H. O. Briun		88.94
							M. T. Foreman		50.00
							Smith, Helmen, Moulton & Price.		50.00
							W. W. Dyar		50.00
							W. N. Osgood		25.00
392	Somerset National Banking Co., Somerset, Ky.	Aug. 17, 1900	50,000	R. D. Garrett		1,333.33	O. H. Waddle	Ky.	4,824.00
		Jan. 14, 1901		C. L. Williams	Ill.	2,766.64	F. F. Oldham	Ohio	1,555.60

							W. F. Bundy		347.50
							Van Honebeck & Loudon		313.69
							J. R. Webster		150.00
							Curd & Smith		105.00
393	South Danvers National Bank, Peabody, Mass.	Sept. 19, 1900	150,000	Irving B. Sayles		870.00	B. G. Hall	Mass.	8,510.08
		Dec. 31, 1900		Geo. S. Hampton	Mass.	8,000.00	Van Honebeck & Loudon		545.70
		Jan. 2, 1905		Geo. C. Rankin	Ill.	625.00	Frank D. Allen	Mass.	1,000.00
							Chas. E. Selby	Ill.	1,199.40
							F. H. Noleman		480.25
							H. Wardwell		437.00
							A. B. Fletcher		39.63
	Total (number of banks, 6)		1,800,000						
394	American National Bank, Baltimore, Md.	Dec. 21, 1900	200,000	J. Frank Aldrich	Ill.	1,305.00			
		Apr. 1, 1901		Geo. R. Gaither	Md.	13,750.00	A. Bruce Coffroth	Nebr.	4,590.38
							L. E. Greenbaum	Md.	1,500.00
							McComas, Gaither & Greenbaum.		172.59
							F. C. Slingluff		250.00
							Charles Gardner		150.00
							W. S. Louden		75.00
							Rosston & St. James		75.00
395	First National Bank, White Pigeon, Mich.	Dec. 27, 1900	50,000	Jos. W. Selden	Mich.	520.00	Chamberlain & Turner		591.78
		Mar. 16, 1901		Russell R. Pealer	Mich.	1,017.62	Pealer & Miller		109.52
							Attorney fees [b]		33.81
396	First National Bank, Niles, Mich	Mar. 9, 1901	100,000	Jos. W. Selden	Mich.	5,645.80	C. E. Sweet	Mich.	5,061.50
		Jan. 31, 1903		Lucian E. Wood	Mich.	1,900.00	F. H. Kemper	Ohio.	1,781.95
		Sept. 1, 1904		Geo. C. Rankin	Ill.	765.00	Marshall Howell		738.00
							F. S. Baird		717.84
							C. L. Swartz		550.00
							F. F. Oldham	Ohio.	375.00
							J. Mack Lore		360.00
							James W. Noel		250.00
							F. H. Bacon	Mo.	250.00
							F. S. Baird		207.78
							Jos. H. Strong		200.00
							Clerk & Marshall		100.00
							Rufus S. Simmons	Ill.	40.00
							L. J. Fletcher		6.25
397	Farmers National Bank, Vergennes, Vt.	Apr. 13, 1901	60,000	John T. Sullivan	Ill.	1,083.50	Frank L. Fish	Vt.	858.00
		Sept. 5, 1901		Frank L. Fish	Vt.	5,265.67	Ward, Curry & Webster		477.77
		Mar. 2, 1904		Geo. C. Rankin	Ill.	655.00	J. R. Webster		40.00
							E. J. Ormsbee	Vt.	784.91
							F. W. Tuttle		254.45
							A. L. Curry		492.31
							Louis Luckel	Cal.	100.00
							H. P. Fisher		94.60
							Wm. H. Button		71.25
							L. W. Ballou		18.00

[a] Includes receiver's salary and other expenses.

[b] Names not stated in receiver's reports to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
398	Le Mars National Bank, Le Mars, Iowa	Apr. 17, 1901	$100,000	Thos. M. Thornton	Ill	$3,500.00	Geo. E. Scott	Iowa	$2,972.23
							Ed. J. Brundage		1,415.80
							Hutton & Jack		479.45
							J. C. McKenzie		292.95
							W. S. Louden		275.00
							P. A. Boland		130.00
							R. S. Farrand		125.00
							Gurley & Woodruff		50.00
399	First National Bank, Vancouver, Wash	Apr. 20, 1901	50,000	James W. Maxwell		1,633.55	W. W. McCredie	Wash	1,930.00
		July 23, 1901		Augustus B. Eastham	Wash	5,333.14	Lawrence Y. Sherman		350.00
400	Pynchon National Bank, Springfield, Mass	June 24, 1901	200,000	Ellis S. Pepper	Mo	17,105.00	Gardner & Gardner	Mass	3,977.65
							T. G. Risley		2,300.00
							F. F. Oldham	Ohio	350.00
							Abbott & Edwards		66.58
							Joseph R. Webster	Nebr	25.00
401	Seventh National Bank, New York, N. Y. (restored to solvency and resumed business Nov. 12, 1901).	June 27, 1901	500,000						
402	City National Bank, Buffalo, N. Y	June 29, 1901	300,000	E. J. Vaughan	Ohio	4,150.00	W. H. Hotchkiss	N. Y	18,215.27
		Jan. 6, 1902		J. Frank Aldrich	Ill	19,159.64	F. D. Corey	N. Y	7,112.74
		Aug. 1, 1905		G. C. Rankin	Ill	1,990.00	N. P. Norton	N. Y	2,750.00
							C. L. Patterson		829.50
							C. P. Gardner		383.50
							W. C. Cornwell		374.80
							Parker & Aaron		251.35
							J. A. Arnold		172.50
							Henry & Dutton		104.61
							J. R. Sterritt		75.00
							J. R. Webster	Nebr	60.00
							W. D. Van Pelt		50.00
							W. A. Russell		44.00
							W. S. Pitman		30.00
							G. Blocki		25.00
							W. B. Freed		20.00
							H. W. Hill		20.00
							S. T. Viele		15.00
							P. Tillinghast		15.00
							H. Remington		14.84
403	First National Bank, Austin, Tex., restored to solvency and resumed business Jan. 2, 1902,	Aug. 3, 1901	100,000						

404	Eufaula National Bank, Eufaula, Ala.	Oct. 21, 1901		Geo. R. De Saussure	Ga.	(a)			
		Nov. 8, 1901	100,000	J. K. McDonald	Ala.	7,804.27	G. L. Comer	Ala.	3,888.77
							F. S. Ball		100.00
							C. S. McDowell		25.00
							Marks Sayre		20.00
	Total (number of banks, 11)		1,760,000						
405	First National Bank, Belmont, Ohio	Feb. 25, 1902	50,000	J. W. De Lay	Ohio				
		Apr. 17, 1902		Francis Heermans	W. Va.	5,043.33	Hunter S. Armstrong	Ohio	2,744.44
406	Hancock National Bank, Boston, Mass. (formerly in voluntary liquidation).	Apr. 4, 1902	400,000	Denmon Blanchard	Mass.	5,000.00	Alfred Hemmenway	Mass.	2,500.00
	Total (number of banks, 2)		450,000						
407	Central National Bank, Boston, Mass.	Nov. 13, 1902		Wm. E. Neal	Mass.	(a)			
		Nov. 26, 1902	500,000	Frank D. Allen	Mass.	29,981.25	Carver & Blodgett	Mass.	2,867.93
							W. L. Van Kleeck	Mass.	1,192.88
							Josiah H. Quincy	Mass.	89.41
							Lyman K. Clark	Mass.	37.64
							Robert Clement	Mass.	26.90
							Henry C. Atwell		25.00
408	National Bank of South Pennsylvania, Hyndman, Pa.	Dec. 16, 1902	50,000	W. A. Mason	Ill.	1,926.00			
409	First National Bank, Asbury Park, N. J.	Feb. 13, 1903	100,000	J. W. Schofield	N. Mex.	5,951.31	Edmund Wilson	N. J.	6,860.00
							Asa W. Waters	Ill.	125.00
							Boardman, Platt & Soley		100.00
							Wm. Hartshorne		75.00
							Chas. Biddle	Pa.	50.00
							White & Case		25.00
							J. F. Hawkins		25.00
410	First National Bank of Florida, Jacksonville, Fla.	Mar. 14, 1903	50,000	Jos. W. Norvell	Ill.	8,270.00	D. U. Fletcher	Fla.	7,769.82
		June 30, 1905		W. J. Butler	Ill.	3,416.67	Cox, Kerman & Kimball, Buffalo.	N. Y.	741.21
		Nov. 1, 1907		Geo. C. Rankin	Ill.	10.00	J. L. Henning	N. Y.	635.00
							T. F. Hamilton	N. Y.	100.00
							Herron, Gatch, Herron & James.	Ohio	50.00
411	Southport National Bank, Southport, Conn.	May 19, 1903	100,000	Ellis S. Pepper	Mo.	12,700.00	Canfield & Judson	Conn.	7,257.86
							Thos. E. Wing, fees and expenses.	N. Y.	2,255.00
							J. R. Webster	Nebr.	1,500.00
							White & Wing	N. Y.	1,250.00
							Wing, Watterson & Russell		500.00
							Davenport & Banks		167.58
							Wm. Reynolds	Md.	150.00
							McGowan & Serven		121.10
							Lawrence Atterbury		96.00

a Examiner in charge or temporary receiver, per diem.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
412	Navesink National Bank, Red Bank, N. J.	Aug. 14, 1903		Walter A. Mason	Ill.	(a)			
		Aug. 31, 1903	$50,000	J. W. Schofield	N. Mex.	$6,750.00	Edmund Wilson	N. J.	$8,125.00
							Logan & Logan		100.00
							Harrison & Byrd		100.00
							Isaac C. Kennedy		60.00
							Parker & Van Gelder		20.00
413	Citizens National Bank, Beaumont, Tex.	Aug. 20, 1903		Jos. M. Logan	Tex.				
		Sept. 19, 1903	100,000	C. L. Williams	Ill.	6,975.00	Greer & Minor	Tex.	5,185.95
		Aug. 31, 1905		Frank R. McCormick	Ohio.	5,710.00	Greer, Minor & Miller	Tex.	2,970.00
		June 10, 1907		Geo. C. Rankin	Ill.	105.00	Sheuman & Sterling		697.74
							B. B. Hemphill		298.54
							H. Masterson		250.00
							R. W. Franklin		26.00
							Jno. Bartlett		13.24
							W. G. Rucker		10.00
							Attorney fees [b]		69.44
414	Groesbeck National Bank, Groesbeck, Tex.	Aug. 22, 1903	50,000	J. W. Hertford	Tex.	775.00	F. M. Etheridge & H. W. Williams.	Tex.	2,500.00
		Sept. 26, 1903		Thomas M. Thornton	Ill.	4,452.26	Williams & Bradley	Tex.	2,294.25
							Rucker & Smith		75.00
415	Packard National Bank, Greenfield, Mass.	Oct. 1, 1903	100,000	Frank L. Fish	Vt.	1,885.00	Dana Malone	Mass.	850.00
416	Bolivar National Bank, Bolivar, Pa. (restored to solvency and resumed business Oct. 15, 1906).	Oct. 1, 1903		Jno. B. Cunningham	Nebr.	(a)			
		Oct. 12, 1903	30,000	C. C. Murray	Ill.	4,179.00	W. A. Griffith	Pa.	1,810.50
							Lynn, McKee & Mitchell	Pa.	1,500.00
							A. H. Commins	Ohio.	50.00
417	Federal National Bank, Pittsburg, Pa. (restored to solvency and resumed business Dec. 14, 1903).	Oct. 21, 1903	2,000,000						
418	First National Bank, Allegheny, Pa. (restored to solvency and resumed business Dec. 7, 1903).	Oct. 22, 1903	350,000						
	Total (number of banks, 12)		3,480,000						
419	First National Bank Victor, Colo.	Nov. 4, 1903		J. B. Lazear	Nebr.	(a)	Ralph Hartzell	Colo.	1,108.74
		Nov. 16, 1903	50,000	F. A. Chapman	Colo.	13,500.00	J. E. Rinker	Colo.	35.22
420	Farmers' National Bank, Henrietta, Tex.	Nov. 18, 1903		Miller Weir	Ill.	(a)	Attorney [b]		22.95
		Dec. 31, 1903	50,000	R. L. Van Zandt	Tex.	3,750.00	W. T. Allen	Tex.	1,778.20
							Squires, Sanders & Dempsey.	Ohio.	50.00
421	Indiana National Bank, Elkhart, Ind.	Nov. 19, 1903	100,000	C. H. Bosworth	Ill.	173.33	Perry L. Turner	Ind.	5,200.00
		Feb. 13, 1904		Wilson Roose	Ind.	8,342.32	L. H. Begule		121.90
		Jan. 31, 1906		Perry L. Turner	Ind.	5,980.00	J. G. Williams		100.00

							Brewer, Weed & Weed		37.73
							T. E. Lambert		25.00
							H. P. Steivaro		25.00
422	First National Bank, Storm Lake, Iowa	Jan. 2, 1904		E. B. Shaw	Iowa	(a)	F. F. Faville	Iowa	2,594.20
		Jan. 8, 1904	50,000	A. J. Wilson	Iowa	9,550.00	F. H. Chapman		230.60
							Berryhill & Henry		100.00
							S. H. Hudson		67.25
							G. H. Martin		25.00
							J. F. Kass		10.00
423	Citizens National Bank, McGregor, Tex	Feb. 8, 1904		Joseph M. Logan	Tex	(a)			
		Feb. 13, 1904	25,000	Frank R. McCormick	Ohio	3,820.00	Boynton & Boynton	Tex	50.00
							Sadler & Arnold		1,139.05
							F. M. Maxwell		26.53
424	Equitable National Bank, New York, N. Y.	Feb. 10, 1904	200,000	Edward Ridgely	N. Y.	3,275.00	Danl. E. Lynch	N. Y.	3,926.51
							A. Tuesky		34.00
425	American Exchange National Bank, Syracuse, N. Y.	Feb. 11, 1904		Josiah Van Vranken	N. Y.	(a)			
		Apr. 11, 1904	200,000	J. W. Schofield	N. Mex	6,016.67	A. P. Fowler	N. Y.	8,701.66
		Mar. 31, 1905		Albert P. Fowler	N. Y.	4,875.00	Nevin, Nevin & Kalbus	Ohio	50.00
							Danl. Trigg		500.00
							Chittenden & Chittenden		50.18
							F. W. Battershall		20.00
							Keith, Evans, Thompson & Fairchild.		60.82
							W. R. Andrews		25.00
							A. W. Soasby		100.00
							A. C. Stevens		78.30
							Willis H. Mitchell		60.00
							John Courtney		115.00
426	First National Bank, Matthews, Ind	Feb. 13, 1904	25,000	Wm. D. Frazer	Ind	300.00	Attorney's fees [b]		60.00
		Mar. 7, 1904		A. D. Lynch	Ind	1,411.67	W. H. Trook	Ind	612.35
427	Galion National Bank, Galion, Ohio	Feb. 15, 1904	60,000	Robt. Lyons	Ohio	900.00	W. J. Geer	Ohio	2,547.49
		Apr. 5, 1904		M. R. Patterson	Ohio	5,570.00	Smith W. Bennett	Ohio	1,157.72
		Oct. 21, 1905		G. T. Cutts	Mo	1,129.04	F. J. Keating	Ohio	3,700.00
		Mar. 6, 1906		J. H. Strawn	Ill	1,232.74	Herron Gatch, Herron & James.	Ohio	504.47
		June 18, 1907		G. C. Rankin	Ill	65.00	J. M. Talbott		160.00
							S. L. Phillips	Ohio	100.00
							Phillips & Ludlow	Ohio	100.00
							Eyler & Douglass		95.00
							O. L. Hays		23.25
							Ratcliffe & Fletcher		92.70
							Kline, Tolles & Goff		10.00
							King & Ramsey		50.00
							Ford, Snyder & Henry		15.00
							J. E. Bruce		10.43
428	First National Bank, Billings, Okla. (formerly in voluntary liquidation). [c]	Feb. 19, 1904	25,000						
429	Orange Growers National Bank, Riverside, Cal.	Mar. 23, 1904	100,000	John W. Wilson	Cal	1,200.00	Purington & Adair	Cal	250.00

[a] Examiner in charge or temporary receiver; per diem.
[b] Names not stated in receiver's reports to Comptroller.
[c] No assets came into possession of receiver and expenses of receivership paid by directors or stockholders of bank.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
430	National Bank of Holdenville, Ind. T	Mar. 23, 1904		M. R. Sturtevant	Ill	(a)			
		Apr. 13, 1904	$50,000	J. A. Willoughby	Ill	$2,113.34	L. Walker	Ind. T	$3,182.75
		July 15, 1905		Chas. T. Cherry	Ill	2,187.50	A. L. Beaty		115.40
		July 10, 1907		Geo. C. Rankin	Ill	812.50	Paul F. Cooper	Okla	25.00
							Del W. Harrington	Tex	25.00
431	Capital National Bank, Guthrie, Okla	Apr. 4, 1904		M. R. Sturtevant	Ill	(a)			
		Apr. 13, 1904	100,000	J. A. Willoughby	Ill	4,754.11	Flynn and Ames	Okla	9,845.00
		July 15, 1905		Chas. T. Cherry	Ill	6,854.16	J. C. Roberts		900.00
		July 15, 1907		Geo. C. Rankin	Ill	230.83	Scanitt Griffith & Jones		501.09
							Will H. Chappell		155.00
432	First National Bank, Macon, Ga	May 16, 1904	200,000	Walter F. Albertson	Ill	1,550.00	Davis and Turner	Ga	7,500.00
		July 20, 1904		W. J. Butler	Ill	9,055.42	Lawton and Cunningham	Ga	4,529.67
							B. M. Davis	Ga	3,513.27
							Attorney fees [b]		554.94
433	First National Bank, Cape May, N. J	May 24, 1904	25,000	William M. Hardt	Md	500.00	Lewis T. Stevens		120.44
		June 9, 1904		A. D. Lynch	Ind	700.00			
434	Elk City National Bank, Elk City, Okla	May 28, 1904	25,000	Myron R. Sturtevant	Ill	1,744.50			
435	Medina National Bank, Medina, N. Y	June 22, 1904	50,000	Robt. Lyons	Ohio	1,280.00	Irving & Thompson	N. Y	2,727.21
		Sept. 3, 1894		Francis H. Whipple	N. Y	9,300.00	Warner Thompson & Frederic M. Thompson.	N. Y	185.55
							Mort, Sprague, Brownell & Marcy.		100.00
							Danl. E. Lynch	N. Y	50.00
436	First National Bank, Grinnell, Iowa	July 27, 1904	100,000	E. B. Shaw	Iowa	1,194.67	D. W. Morris		100.00
		Aug. 17, 1904		G. W. Swords	Iowa	8,666.48	S. H. Farrall		100.00
							Saml. Hayes		10.00
							H. E. Boyd		100.00
437	Peoples National Bank, Swanton, Vt	Aug. 18, 1904	50,000	Frank L. Fish	Vt	3,400.00	Frank D. Allen		500.00
		June 19, 1907		Geo. C. Rankin	Ill	75.00	Alfred A. Halls		223.15
							D. G. Furman		63.00
							F. L. Fish	Vt	5.00
438	First National Bank Claysville, Pa	Oct. 11, 1904		Chas. W. Robinson	W. Va	(a)			
		Oct. 22, 1904	50,000	C. C. Murray	Ill	6,822.58	Parker McIlvaine & Clark	Pa	1,600.00
							A. D. Follett		1,000.00
							F. W. Nesbitt	W. Va	209.75
							W. R. Patterson		92.15
							Lyon McKee & Mitchell		100.00
							D. E. Lynch	N. Y	79.85
	Total (number of banks, 20)		1,535,000						

439	Berlin National Bank, Berlin, Wis	Nov. 17, 1904		L. H. Parker	Wis.	(a)			
		Nov. 21, 1904	50,000	P. R. Earling	Ill.	5,350.00	Perry Niskon	Wis.	433.00
							J. H. Rogers		150.00
							Rufus S. Simmons		283.36
							W. E. Cavanaugh		41.35
							Jno. J. Wood, jr		35.00
440	Wooster National Bank, Wooster, Ohio	Nov. 23, 1904	100,000	A. D. Lynch	Ind.	6,422.20	A. D. Metz	Ohio	4,100.00
							McClarran & Jones		50.00
							Geo. W. Ross		50.00
							Ross & Kindar		30.00
							Squire, Sanders & Dempsey	Ohio	25.00
441	Big Bend National Bank, Davenport, Wash.	Nov. 25, 1904	50,000	Eugene T. Wilson	Wash.	11,160.00	H. A. P. Meyers	Wash.	3,480.30
							H. L. Gear		200.00
							E. D. Reiter		200.00
442	Citizens' National Bank, Oberlin, Ohio	Nov. 28, 1904		Levi L. Miller	Ohio	(a)			
		Dec. 1, 1904	60,000	Robert Lyons	Ohio	2,100.00	Squire, Sanders & Dempsey	Ohio	500.00
		Apr. 15, 1905		T. C. Thomas	Ohio	500.00	Frank D. Allen	Mass.	300.00
		July 15, 1905		Geo. T. Cutts	Mo.	749.19	J. F. Lynch		219.98
		Mar. 6, 1906		Geo. C. Rankin	Ill.	300.00	V. A. Johnston		55.00
							G. A. Starlo		28.30
							Kohler & Mottinger		25.00
							Chas. Ammerman	Ohio	25.00
443	First National Bank, Conneaut, Ohio	Dec. 20, 1904	50,000	Levi L. Miller	Ohio	6,416.56	McBride & Middleton	Ohio	1,430.63
		July 31, 1907		Geo. C. Rankin	Ill.	45.00	W. A. Middleton	Ohio	747.30
444	First National Bank, Faribault, Minn	Jan. 3, 1905	50,000	Lyman D. Baird	Minn.	6,319.46	T. H. Quinn	Minn.	3,097.15
		Apr. 7, 1906		S. F. Donaldson	Minn.	2,500.00	T. G. Risley	Ill.	1,395.81
							Kellogg & Severance		1,035.98
							R. M. Farthing	Ill.	837.63
445	American National Bank, Abilene, Tex	Jan. 18, 1905	75,000	R. L. Van Zandt	Tex.	4,340.00	Leggett & Kirby	Tex.	3,316.08
		Apr. 30, 1906		W. F. Suddath	Tex.	2,800.00	Goodrich & Bradley		608.25
							Cunningham & Oliver		47.85
446	First National Bank, Nederland Tex	Jan. 26, 1905	25,000	Christopher L. Williams.	Ill.	500.00	Greer, Minor & Miller	Tex.	1,100.00
		Aug. 31, 1905		Frank R. McCormick.	Ohio	500.00	Greer & Minor	Tex.	253.00
447	First National Bank, Cornwall, N. Y	May 19, 1905	25,000	C. E. Van Brocklin	N. Y.	2,000.00	Cornelius L. Waring		28.15
		May 24, 1905		M. R. Sturtevant	Ill.	(b)			
448	First National Bank, Lexington, Okla	June 1, 1905	25,000	John Watts	Kans.	2,250.00	Ledue Guthrie	Okla.	896.60
							W. H. Woods		10.00
449	First National Bank, Barberton, Ohio	May 26, 1905	50,000	Geo. T. Cutts	Mo.	2,340.06	Kohler, Kohler & Mattinger.	Ohio	566.66
		Mar. 6, 1906		John H. Strawn	Ill.	2,388.65	James E. Keenan		222.92
		June 18, 1907		Geo. C. Rankin	Ill.	65.00	Dick, Doyle & Bryan	Ohio	150.20
							Squire, Sanders & Dempsey.	Ohio	150.00
							Charles Ammerman	Ohio	635.86
							S. A. Decker	Ohio	55.00
							Henry T. Martin		20.00
							Dayton A. Doyle	Ohio	81.10
							P. R. Flitcroft		15.00
							W. J. Geer	Ohio	10.00
							Whitehead & Shattuck		11.25
							Dan W. Brown	Kans.	9.00

a Examiner in charge or temporary receiver; per diem.

b Names not stated in receiver's report to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from.	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
450	First National Bank, Ladysmith, Wis	June 2, 1905	$25,000	P. R. Earling	Ill	$2,500.00	Theodore M. Thomas	Wis	$972.88
							Noah C. Barnum		416.80
							Miller & Wolfe		26.95
451	Fredonia National Bank, Fredonia, N. Y	June 19, 1905	100,000	J. W. Schofield	N. Mex	(a)			
		July 31, 1905		Robert Lyons	Ohio	1,000.00	Wm. Hotchkiss	N. Y	4,800.00
		Sept. 4, 1905		C. L. Williams	Ill	9,925.00	Rogers, Locke & Babcock	N. Y	2,294.80
							D. I. Ball		192.06
							Blandy, Mooney & Shipman.	N. Y	187.90
							J. M. Olmstead		50.00
							S. Ray Fairbanks		27.73
							Mooney & Lawrence		10.00
452	Vigo County National Bank, Terre Haute, Ind.	June 28, 1905	150,000	W. D. Frazer	Ind	925.00	J. G. Williams	Ind	2,403.15
		Aug. 10, 1905		Chas. S. Andrews	Ind	10,000.00	J. P. Stunkard	Ind	1,556.85
							J. C. Davis		10.00
							J. C. Hostetler		5.00
453	First National Bank, Topeka, Kans	July 3, 1905	300,000	J. T. Bradley	Kans	11,222.25	Mulvane & Gault	Kans	7,000.00
		Oct. 4, 1907		G. C. Rankin	Ill	25.00	J. D. McFarland	Kans	3,500.00
							D. R. Hite		1,000.00
							F. Duffy		25.25
454	Spring Valley National Bank, Spring Valley, Ill.	July 5, 1905	50,000	D. A. Cook	Ill	(a)			
		Aug. 5, 1905		H. M. Trimble	Ill	7,621.66	R. E. Busse	Ill	400.00
							W. K. Trimble	Ill	50.00
455	First National Bank, Toluca, Ill	July 5, 1905	100,000	J. Mack Sholl	Ill	900.00	R. C. Busse	Ill	57.50
		Aug. 14, 1905		Harry M. Taggart	Ill	5,145.16	R. M. Barnes		60.00
							Barnes & Magoon		50.00
456	City National Bank, Kansas City, Mo	July 20, 1905	300,000	Elmer E. Ames	Kans	2,250.00	E. B. Whitney	N. Y	252.25
							Sherman & Fletcher		2.50
457	Minot National Bank, Minot, N Dak	Sept. 19, 1905	25,000	Frank B. Chapman	N. Dak	870.00	S. H. Fairall		1,438.05
		Nov. 27, 1905		Geo. W. Swords	Iowa	6,274.99	Davis, Kellog, & Severance.		509.21
							J. E. Greene		324.06
							Greenleaf & Leighton		151.33
							Attorneys' fees [b]		325.00
							D. C. Greenleaf		15.00
							J. A. Montgomery		6.30
458	First National Bank, Orrville, Ohio	Sept. 27, 1905	25,000	Geo. T. Cutts	Mo	209.68	Chas. Ammerman	Ohio	12.00
		Mar. 6, 1906		Geo. C Rankin	Ill	255.00	Smith W. Bennett	Ohio	400.00
							G. A. Starn	Ohio	150.00
							W. E. Waygandt		25.00

459	Peoria National Bank, Peoria, Ill	Oct. 17, 1905		Chas. H. Bosworth	Ill	(a)			
		Oct. 21, 1905	200,000	Orville F. Berry	Ill	10,062.00	S. S. McCrory		1,555.00
							H. J. Hamlin	Ill	100.00
							S. F. Atwood		150.00
							C. W. Warren		200.00
							A. W. O. Hara		100.00
							Grant & Whittemore		25.00
							Stevens & Horton		41.00
							Jack Irwin		10,00
							Bailey & Spinner		10.00
460	Enterprise National Bank, Allegheny, Pa	Oct. 18, 1905		John B. Cunningham	Nebr	(a)			
		Nov. 27, 1905	200,000	Thomas Rinaker	Ill	13,375.00	McClane & Wendt	Pa	9,020.00
							J. S. Campbell		1,257.43
							J. H. Osmer & Sons		391.25
							E. C. Horden		50.00
							W. A. Griffith	Pa	1,725.93
							Geo. B. Gordon		130.35
							Trimble & Chalfont	Pa	1,230.00
							Griffith & Mitchell		500.00
	Total (number of banks, 22)		2,035,000						
461	Farmers' National Bank, Kingfisher, Okla	Nov. 1, 1905	25,000	Chas. T. Cherry	Ill	c 1,859.00	M. J. Kane		150.00
							Flynn & Ames	Okla	100.00
462	First National Bank, Lineville, Ala. (restored to solvency and resumed business Jan. 29, 1906.)	Nov. 24, 1905		Silas H. L. Cooper	Tenn	110.00			
		Dec. 27, 1905		Thos. M. Thornton	Ill	d 25.00			
		Dec. 29, 1905		Silas H. L. Cooper	Tenn	613.22			
		Jan. 15, 1906	25,000	D. A. Vines	Tenn	2,998.40	M. N. Manning		100.00
463	American National Bank, Boston, Mass	Nov. 27, 1905	200,000	Wm. E. Neal	Mass	2,000.00	Moody, Burdett, Wardwell & Snow.		546.09
							Montague & Keys	Mass	80.00
							F. W. Dana		350.00
464	First National Bank, West, Tex	Mar. 27, 1906		Jos. M. Logan	Tex	625.00			
		Apr. 24, 1906	25,000	J. R. Orr	Ill	2,972.18	Q. T. Moreland	Tex	1,660.60
							M. Pazdral		10.00
465	First National Bank, Attalla, Ala	Apr. 24, 1906		Silas H. L. Cooper	Tenn	d 15.00			
		May 9, 1906	30,000	Thos. M. Thornton	Ill	3,735.00	Hood & Murphee	Ala	1,489.18
466	Delmont National Bank of New Salem, Delmont, Pa.	May 2, 1906		John B. Cunningham	Nebr	d 25.00			
		May 8, 1906	25,000	H. G. Murray	Ill	3,341.74	Trimble & Chalfant	Pa	296.90
							Wm. A. Griffith	Pa	209.40
467	First National Bank, Chelsea, Mass	Aug. 17, 1906		Alfred Ewer	Mass	d 25.00			
		Aug. 25, 1906	300,000	Albert S. Apsey	Mass	200.00	Chas. P. Blaney		582.02
							Alfred Hemmenway		526.50

a Examiner in charge or temporary receiver; per diem.
b Names not stated in receiver's report to Comptroller.
c Includes services of clerks, etc.
d Per day.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Receiver appointed.	Capital stock.	Name of receiver.	State appointed from	Amount of compensation.	Name of attorney.	State appointed from.	Amount of compensation.
468	Bates National Bank, Butler, Mo	Sept. 20, 1906	$50,000	W. J. Butler	Ill	$4,600.00	J. A Eaton	Mo	$1,565.00
							W. O. Jackson	Mo	690.00
							T. J. Smith		125.00
							E. B. Silver		21.35
							C. A. Allen		15.00
	Total (number of banks, 8)		680,000						
469	Farmers' and Drovers' National Bank, Waynesburg, Pa.	Dec. 12, 1906		John B. Cunningham	Nebr	[a] 25.00			
		Jan. 14, 1907	200,000	Geo. T Cutts	Mo	3,861.04	Geo. W. Brawer, jr		400.00
		June 18, 1907		John H. Strawn	Ill	2,666.68	Jas. E. Sayers	Pa	422.85
							O'Brien & O'Brien		400.00
							Trimble & Chatham	Pa	3,000.00
							Jas. W Ewing		11.30
470	First National Bank, Scotland, S. Dak	Feb. 4, 1907		Geo. A. Silsby	N. Dak	240.93			
		Feb. 18, 1907	25,000	Paul Landmann	S. Dak	2,345.00	Elliott & Stillwill		50.00
							Jas. L. Neighen		20.00
							F. D. Wicks		15.00
							Attorney's fee [b]		36.25
471	Fort Dallas National Bank, Miami, Fla	July 5, 1907	100,000	J. K. McDonald	Ala	2,548.10	Hudson & Boggs		945.40
472	First National Bank, Dresden, Ohio	Oct. 15, 1907	50,000	Robt. Lyons	Ohio	825.00			
		Dec. 20, 1907		Wm. J. Butler	Ill	[c] 4,000.00			
473	First National Bank, Brooklyn, N. Y. (resumed Feb. 10, 1908).	Oct. 25, 1907	300,000	J. W. Schofield	N. Mex	10,000.00			
474	Farmers' and Merchants' National Bank, Mount Pleasant, Pa.	Oct. 29, 1907	50,000	H. G. Murray	Ill	[d] 350.00			
475	First National Bank, Chariton, Iowa	Oct. 31, 1907	50,000	H. M. Bostwick	Iowa	[c] 4,000.00	O. A. and L. B. Bartholomew.		384.00
	Total (number of banks, 7)		775,000						
476	First National Bank, Leetonia, Ohio	Nov. 4, 1907	100,000	Frank Michmard	La	([e])			
477	Aurora National Bank, Aurora, Ind	do	50,000	Frank B. Shutts	Ind	333.33			
478	Globe National Bank, Globe, Ariz	Nov. 8, 1907	50,000	Jno. H. Page	Ariz	[a] 20.00	Allred & Whetcher		330.44
		Nov. 27, 1907		H. D. Marshall, jr	La	[d] 300.00	Neil M. Allred		150.00
479	Woods National Bank, San Antonio, Tex	Nov. 9, 1907	200,000	J. M. Logan	Tex	675.00			
		Dec. 9, 1907		H. N. Morris	Tex	[c] 5,000.00			
480	First National Bank, Globe, Ariz	Nov. 22, 1907	50,000	Jos. W. Norvell	Ill	1,040			
		Jan. 21, 1908		Edw. C. Perkins	Ill	[d] 300.00			
481	Hot Springs National Bank, Hot Springs, S. Dak.	Nov. 27, 1907	25,000	Jas. C. Johnson	Md	[d] 350.00			

482	National Bank of Commerce, Kansas City, Mo. f	Dec. 5, 1907	1,000,000	Jas. T. Bradley	Kans.	1,000.00			
		Dec. 16, 1907		Geo. T. Cutts	Mo.	a 25.00			
483	Fort Pitt National Bank, Pittsburg, Pa. a	Dec. 7, 1907	1,000,000	Robert Lyons	Ohio	325.00			
		Dec. 13, 1907		Chas. C. Murray	Ill.	a 25.00			
484	Jewelers' National Bank, North Attleboro, Mass. f	Dec. 20, 1907	100,000	Henry F. Currier	Mass.	a 25.00			
		Dec. 23, 1907		Chas. G. Bancroft	Mass.	(e)			
485	People's National Bank, Franklinville, N. Y. a	Jan. 13, 1908	25,000	Chas. H. Chapman	Ill.	250.00			
				Chas. Ricker		(e)			
486	National Bank of North America, New York, N. Y. f	Jan. 27, 1908	2,000,000	Chas. A. Hanna	Nebr.	(e)			
487	New Amsterdam National Bank, New York, N. Y. f	Jan. 30, 1908	1,000,000	Chas. A. Hanna	Nebr.	(e)			
	Total (number of banks, 12)		5,000,000						
	Grand total (number of banks, 306)		48,736,520						

a Per day.
b Names not stated in receiver's report to Comptroller.
c Per year.
d Per month.
e Not yet fixed.
f Report showing expenses not yet received.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
182	First National Bank, Del Norte, Colo	H. C. Laughlin		$44.00	$23,665	$2,209	$42,223	0	0	$50,000	$14,567
		Clerk hire[a]		467.15							
		Janitor[a]		30.15							
183	Newton National Bank, Newton, Kans	L. P. Spencer		831.64	53,334	13,633	5,055	0	0	75,000	43,317
		Clerk hire[a]		450.00							
184	Capital National Bank, Lincoln, Nebr	J. A. Crumpton		3,715.00	220,126	13,875	247,800	0	0	300,000	155,598
		Miss Follmer		650.00							
		S. K. Hale		160.20							
		G. Reed		18.00							
		J. A. Thomson		30.00							
		H. C. Young		255.00							
		J. P. Hayden		200.00							
		O. B. Hills		5.25							
		Clerk hire[a]		1,107.00							
185	Bankers and Merchants National Bank, Dallas, Tex.	W. O. Richardson		352.23	72,671	20,686	16,401	0	0	105,000	58,101
		H. C. Weaver		3,115.33							
		M. Collison		5.00							
		W. A. Lemson		5.00							
186	First National Bank, Little Rock, Ark	C. H. Yost		3,744.00	264,150	20,723	612,199	$27,354	0	460,000	90,268
		J. Davison		720.00							
		A. Cockrill		393.35							
		J. G. Batsford		300.00							
		P. K. Roots		225.00							
		S. B. Smith		180.00							
		A. Flowers		141.00							
		W. S. Boone		112.50							
		C. H. Yost & Ashley Cockrill		98.66							
		Miss Griffin		60.00							
		W. C. Denney		61.00							
		J. Loeb		32.25							
		W. H. Sutton		33.30							
		F. Johnson		8.80							
		Office expenses[a]		1,956.61							
187	Commercial National Bank, Nashville, Tenn	R. S. Webb		575.00	1,071,619	86,139	351,991	0	0	500,000	359,015
		W. B. Frierson		270.00							
		W. P. Frierson		266.60							
		J. C. Ramsey		66.65							
		J. P. Tillman		50.00							
		Salaries[a]		8,169.62							
		Watchman[a]		30.00							

188	Alabama National Bank, Mobile, Ala	E. D. Huger		300.00	73,051	4,593	17,094	0	0	0	0
		Clerk[a]		280.00							
189	First National Bank, Ponca, Nebr	O. C. Baker		1,354.96	26,918	1,251	38,671	0	0	50,000	21,425
190	Second National Bank, Columbia, Tenn	G. B. Williamson		1,922.72	88,182	22,427	80,381	0	0	100,000	46,335
		Julian C. Breese		561.76							
		R. D. S. Helm		92.41							
		C. B. Easley		71.21							
		Frank Goodman		25.00							
191	Columbia National Bank, Chicago, Ill	E. Allen Frost		5,292.38	789,698	354,156	214,801	47,350	0	750,000	398,548
		A. Herr		2,437.50							
		I. Anderson		2,094.83							
		S. G. Paddock		2,088.34							
		G. Taylor		1,429.58							
		H. Meltzer		487.59							
		J. Mulligan		275.00							
		E. C. Maher		202.50							
		H. J. Tansley	Ill	100.00							
		W. E. Kirkpatrick		180.00							
		N. Cuthbert		82.57							
		L. W. Young		73.25							
		L. Jessup		67.50							
		G. L. Griffith	Ill	60.00							
		G. Washington		50.00							
		V. Seib		40.00							
		W. T. Giles		32.49							
		E. Ream		17.50							
		M. P. Wetherbee		15.00							
		Stenographer[a]		824.05							
		Clerk hire[a]		312.50							
192	Elmira National Bank, Elmira, N. Y	C. F. Gale		3,338.40	351,516	152,199	21,595	0	0	200,000	73,523
		R. B. Delo		70.00							
		Miss Ryan		18.00							
		Office expenses[a]		170.00							
193	National Bank of North Dakota, Fargo, N. Dak.	E. V. Hoffman		1,505.00	21,473	1,093	43,135	103	$276,576	0	0
		C. W. Darling		787.50							
		M. E. Lane		498.00							
		J. N. Walker		206.85							
		J. M. Lane		165.00							
		M. E. Rusk		100.00							
		Miss B. Burt		41.00							
		M. J. Marsh		20.00							
194	Evanston National Bank, Evanston, Ill	W. C. Wood		925.00	56,560	4,220	20,506	0	0	48,000	5,037
		F. D. Strawbridge		340.00							
		E. F. Brown		28.50							
		John C. King		24.00							
		C. I. Diern		30.00							
		O. Van Zant		5.00							
		Alice Lanahan		2.00							
		Mrs. Logahan		1.40							

[a] Names not stated in receiver's report to Comptroller.

umber of national banking associations, with their capital stock, that have been placed in charge of receivers since Jan uary 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
195	National Bank of Deposit, New York, N. Y.	Salaries[a]		$6,118.18	$615,985	$133,899	$151,002	$51,595	$266,041	0	0
		Stenographer[a]		23.10							
196	Oglethorpe National Bank, Brunswick, Ga.	E. D. Walker		2,614.00	133,328	17,935	49,463	0	0	$112,500	$82,349
		Jim Bles		140.25							
		H. S. McCrary		50.00							
		J. D. Wright		33.35							
		Clerk hire[a]		4.00							
		Stenographer[a]		2.25							
197	First National Bank, Lakota, N. Dak.	J. G. Cushman		765.13	4,107	4,085	6,332	0	0	12,500	6,362
		J. N. Walker		40.20							
		W. C. Hagler		16.00							
		C. T. Mears		11.40							
		J. W. Wheeler		7.55							
198	First National Bank, Cedar Falls, Iowa	W. T. M. Aitken		1,466.43	75,969	10,491	4,573	0	0	50,000	2,548
		Janitor[a]		25.50							
		Clerk hire[a]		13.00							
199	First National Bank, Brady, Tex.	W. Anderson		140.00	34,489	3,550	20,669	0	0	6,000	2,352
		M. E. Kerr		100.20							
		W. T. Munger		75.20							
		J. Kerr		50.00							
		F. M. McMahon		30.00							
		W. P. Doty		22.50							
200	First National Bank, Arkansas City, Kans. (restored to solvency and resumed business Feb. 6, 1894).	A. M. Heard		348.00	0	0	0	0	0	0	0
		V. C. Talbert		80.00							
		Clerk[a]		276.25							
		Janitor[a]		4.60							
201	Citizens National Bank, Hillsboro, Ohio	Guy H. Kennedy		1,854.50	244,888	50,423	11,930	0	0	100,000	64,304
		M. I. Puckhiser		436.00							
		J. H. Kerns		450.00							
		Calvin Stronk		400.00							
		B. F. Evans		302.00							
		Conard Roads		180.00							
		Wm. Qualls		54.00							
		M. O. Garrett		49.00							
202	First National Bank, Brunswick, Ga.	R. Troup		360.00	250,731	48,314	5,004	250	328,869	0	0
		Salaries[b]		478.53							
203	City National Bank, Brownwood, Tex. (restored to solvency and resumed business Dec. 5, 1894).	W. A. Paddock		1,819.25	0	0	0	0	0	0	0
		C. F. Crumb		989.23							
		E. T. Smith		219.25							

204	Merchants National Bank, Tacoma, Wash	R. J. Davis		3,620.00	111,174	57,063	173,633	0	0	250,000	36,732
		E. J. Cooper		512.00							
		M. G. Shirtz		174.00							
		John Lyon		20.00							
		G. A. Herrington		5.00							
		Clerk hire [a]		1,301.00							
		Stenographer [a]		47.92							
205	City National Bank, Greenville, Mich	— — Bassetts		126.00	64,344	3,519	29,345	0	0	50,000	12,207
		J. A. Cass		43.55							
		T. J. Potter		32.55							
		Salaries [a]		498.00							
206	First National Bank, Whatcom, Wash	Salaries [a]		1,851.70	19,194	6,426	6,472	0	0	50,000	13,188
207	Columbia National Bank, New Whatcom, Wash.	Clerk hire [a]		1,739.85	20,071	7,382	9,029	0	0	18,000	7,909
208	Citizens' National Bank, Spokane, Wash. (restored to solvency and resumed business Dec. 21, 1893).	E. J. Bowman		700.00	0	0	0	0	0	0	0
		J. A. Yeoman		673.05							
		Salaries [a]		352.00							
210	Linn County National Bank, Albany, Oreg	O. A. Archibald		751.00	192,210	40,419	26,601	1,042	0	23,000	13,593
		Clerk hire [a]		172.50							
211	Nebraska National Bank, Beatrice, Nebr	H. L. Ewing		379.00	91,467	10,226	41,131	0	0	80,000	31,251
		Stella Hutson		253.00							
		John McCrea		271.50							
		Theo. Neese		153.35							
		L. S. Fogg		75.00							
		Miss A. Randall		41.25							
		W. O. Kohule		37.50							
		W. F. King		37.50							
		Salaries [a]		35.00							
212	Gulf National Bank, Tampa, Fla	C. E. Allen		366.66	64,855	21,163	21,171	0	0	0	0
		J. O. Beall		166.66							
		F. H. Conoley		125.00							
		J. W. McGriff		60.00							
		Mina Pierce		120.00							
		Salaries [a]		821.80							
213	Livingston National Bank, Livingston, Mont	M. Roth		40.00	47,766	7,351	27,113	0	0	50,000	20,600
		Salaries [a]		865.00							
214	Chemical National Bank, Chicago, Ill	J. S. Cullen		4,058.33	1,424,484	354,354	168,118	30,160	0	100,000	63,644
		Austin Herr		2,250.00							
		J. Mulliken		1,719.00							
		M. L. Jessup		1,103.25							
		G. E. Hopkins		700.00							
		H. L. Dansard		650.00							
		Frank Wilson		560.00							
		E. A. Frost		791.73							
		S. G. Paddock		350.00							
		E. C. Maher		202.50							
		J. J. O'Conner		79.50							
		Ida Anderson		197.50							
		Clerk hire [a]		52.90							

[a] Names not stated in receivers' reports to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
216	Consolidated National Bank, San Diego, Cal.	F. L. Sargent		$10,239.99	$495,479	$74,095	$55,324	0	0	$250,000	$180,485
		— Duncan		1,195.00							
		H. N. Matthews		1,122.21							
		J. M. Allen		629.76							
		I. Swanson		555.00							
		A. Akerman		271.67							
		W. R. Rogers		216.66							
		Miss Schaffret		270.00							
		F. R. Eaton		198.00							
		H. N. Matthews		188.33							
		W. R. Rogers		144.16							
		L. B. Anderson		156.50							
		J. A. Esleeck		62.50							
		J. B. Mannix		50.85							
		J. Genty		25.00							
		A. B. Hughes		61.00							
		E. V. Winneck		30.00							
		A. Freiburg		20.40							
		G. Parker		20.00							
		F. E. Barbour		15.00							
		Salaries[a]		305.83							
217	First National Bank, Cedartown, Ga.	J. P. Speir		150.00	36,619	5,360	44,694	0	0	0	0
		J. S. Escott		60.55							
		J. Randolph		15.75							
		W. C. Barber		15.00							
		Salaries[a]		66.10							
218	Merchants' National Bank, Great Falls, Mont.	I. C. Moore		30.00	53,739	8,684	89,052	0	0	100,000	15,145
		H. Moulton		25.00							
		W. A. Lamson		20.00							
		M. Collison		13.00							
		H. H. Dalzell		5.00							
		Salaries[a]		450.20							
219	State National Bank, Knoxville, Tenn.	T. L. Benham		1,500.00	112,911	3,580	32,306	$678	$83,375	0	0
		Andy Russell		12.50							
221	Indianapolis National Bank, Indianapolis, Ind.	W. F. C. Galt		8,613.76	678,902	179,701	454,790	0	0	300,000	186,229
		A. H. Johnson		3,063.70							
		Edwin E. Rexford		2,403.02							
		Ardie Conlee		1,474.04							
		L. J. Robinson		1,467.23							
		Guy E. Hawkins		1,852.00							

		D. M. Hawkins		200.00							
		Don Hawkins		162.00							
		T. C. Moore		75.00							
		Jesse Caldwell		75.00							
		D. P. Hawkins		54.00							
		E. L. Bamberger		50.00							
		Wirt Hawkins		16.00							
222	Northern National Bank, Big Rapids, Mich.	H. B. Wales		88.41	229,966	6,555	70,530	0	0	100,000	79,880
		M. C. Fralick		20.00							
		Clerk hire [a]		426.28							
		General expenses [a]		690.00							
224	First National Bank, Kankakee, Ill. (restored to solvency and resumed business Dec. 4, 1893).										
225	National Bank of the Commonwealth, Manchester, N. H.	Willis, Abbot & Goggin.		381.43	269,386	27,323	89,991	0	0	33,000	24,503
		H. P. Cofrom		270.19							
		J. Gatchel		246.57							
		A. W. Baker		173.35							
		Burns, Teehan & Dodge.		111.64							
		Chas. M. Dorr		41.51							
		Salaries [a]		955.45							
226	First National Bank, Starkville, Miss.	Assistant to receiver [a]		575.00	13,969	8,315	12,994	5,005		42,000	15,162
		A. H. Ames		279.00							
		Janitor [a]		9.50							
227	Stockgrowers' National Bank, Miles City, Mont.	L. C. Harmon		503.33	106,902	14,480	38,487	0	0	75,000	10,284
		Janitor [a]		60.00							
		Jno. E. Carle		31.00							
		W. J. Casey		3.75							
		C. A. Wiley		50.00							
		Salaries [a]		1,349.93							
228	Texas National Bank, San Antonio, Tex.	H. Morgan		1,375.00	49,211	10,446	22,808	0	0	100,000	42,563
		Janitor [a]		234.50							
		Salaries and office expenses. [a]		664.79							
229	Albuquerque National Bank, Albuquerque, N. Mex.	—— Hall		490.00	275,124	14,021	58,745	8,055	175,335	77,000	51,451
		—— Newhall		505.00							
		Salaries [a]		5,398.91							
230	First National Bank, Vernon, Tex.	Jas. R. Wood		181.50	30,618	7,768	41,432	0	0	50,000	13,174
		J. T. Slaton		90.60							
		F. M. Horn		58.24							
		P. O. Fannells		52.50							
		L. T. Kimball		57.55							
		E. T. Lewis		50.00							
		J. H. Britton		25.00							
		A. C. McKinney		22.00							
		Salaries [a]		516.90							

[a] Names not stated in receiver's reports to Comptroller

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
231	First National Bank, Middlesboro, Ky	Salaries		$1,120.00	$15,037	$8,293	$10,774	0	0	$14,500	$2,350
232	First National Bank, Orlando, Fla. (restored to solvency and resumed business May 21, 1894).				0			0	0	0	0
233	Citizens National Bank, Muncie, Ind. (restored to solvency and resumed business Nov. 17 1893).				0			0	0	0	0
234	First National Bank, Hot Springs, S. Dak	N. S. Stanley		168.40	9,350	37,567	33,452	0	0	22,500	9,472
		W. H. Stavley		60.00							
		W. E. Sawyer		5.00							
		Salaries [a]		150.00							
235	First National Bank, Marion, Kans	do. [a]		1,291.50	32,935	2,078	16,586	0	0	9,000	414
236	Washington National Bank, Tacoma, Wash.	J. H. Houghton		820.00	91,566	3,312	14,000	0	0	100,000	76,253
		H. L. Mundy		772.50							
		A. C. Hielig		403.00							
		R. D. Rice		5.00							
		A. T. Patrick		24.00							
		Salaries [a]		668.00							
237	El Paso National Bank, El Paso, Tex	do. [a]		2,842.47	129,550	43,808	92,077	0	0	81,000	81,171
238	Lloyds National Bank, Jamestown, N. Dak	F. A. Lenz		2,408.32	139,301	5,048	20,047	0	0	100,000	33,500
		C. M. Doughty		87.50							
		O. J. Seiber		75.00							
		Janitor [a]		8.00							
239	National Granite State Bank, Exeter, N. H.	Salaries [a]		280.00	56,651	2,067	48,617	0	0	50,000	16,358
240	Chamberlain National Bank, Chamberlain, S. Dak.	C. D. Tedrick		25.00	19,547	3,638	6,113	0	0	5,500	2,764
		Salaries [a]		1,112.25							
241	Port Townsend National Bank, Port Townsend, Wash.	H. A. Hunt		40.00	6,008	609	4,674	0	0	6,000	2,027
242	First National Bank, Port Angeles, Wash. (restored to solvency and resumed business Apr. 26, 1894).							0	0	0	0
243	First National Bank, Sundance, Wyo			0	25,468	580	8,504	0	0	50,000	26,134
244	First National Bank, North Manchester, Ind.	Ruskin Arnold		150.00	82,625	8,520	30,807	0	0	16,000	25
		W. A. Lamson		90.00							
		M. Collison		33.00							
		H. H. Dalzell		15.00							
		Maude Krisher		8.00							
		D. W. Krisher		5.00							
		Salaries [a]		175.93							
245	Commercial National Bank, Denver, Colo	—— Sibley		122.50	219,836	30,484	171,450	0	0	250,000	149,608
		W. F. Dureall		90.00							

		Miss Betts		30.00							
		W. M. McMechen		25.00							
		M. F. Crocker		20.00							
		Miss Lindsay		5.00							
		Salaries [a]		4,259.50							
246	First National Bank, Dayton, Tenn.	J. C. Hampton		634.00	42,387	3,026	5,910	0	0	18,000	10,622
		F. R. Rogers		50.00							
	Total (number banks, 65)				9,751,112	1,983,162	3,937,662	$171,592	$1,130,196	5,389,500	2,589,407
247	Hutchinson National Bank, Hutchinson, Kans.	Clerk salaries [a]		706.83	23,938	23,198	26,498	0	0	94,000	21,012
		J. C. Moore		30.00							
248	First National Bank, Spokane, Wash.	G. W. Wooster		218.33	136,275	7,900	58,908	0	0	250,000	3,080
		W. E. Goodspeed		3,350.00							
		W. W. Wyard		250.00							
		F. E. Langford		687.50							
		Clerk salaries [a]		1,787.50							
		Janitor [a]		37.00							
249	Oregon National Bank, Portland, Oreg.	Gay Catlin		1,045.80	126,429	16,566	14,413	0	0	100,000	18,851
		A. E. Beard		1,023.00							
		J. A. Straight		837.00							
		T. Whitney		836.10							
		F. M. Sherman		50.00							
		Chas. Steele		50.00							
		V. E. Karne		50.00							
		W. W. Morse		21.50							
		Lionel Stagge		83.00							
		Ray L. Grant		36.75							
		Robt. Hodgkin		19.20							
		Stenographer [a]		225.00							
250	Citizens' National Bank, Grand Island, Nebr.	Salaries [a]		1,796.42	106,103	25,787	61,089	0	0	60,000	16,077
		Salaries and office expense.		787.16							
251	First National Bank, Fort Payne, Ala.	G. E. Lathrop		78.00	12,938	1,812	868	0	0	15,000	8,275
		Salaries [a]		80.00							
252	Third National Bank, Detroit, Mich.	W. A. Petzold	Mich.	5,858.00	235,178		54,429	0	0	300,000	163,559
		H. W. Noble		375.00							
		W. E. Winkler		130.00							
		E. D. Hutton		40.00							
253	First National Bank, Watkins, N. Y.	Salaries [a]		2,305.00	68,437	15,413	12,699	0	0	50,000	23,000
254	First National Bank, Llano, Tex.	E. L. Crooker		446.70	15,665	2,452	9,881	0	0	28,500	13,423
		Stenographer [a]		22.65							
		Watchman [a]		3.00							
255	American National Bank, Springfield, Mo.	J. F. Williams		1,860.00	87,347	34,165	49,318	500	212,295	90,000	59,295
		Miss Matt Jones		824.00							
		Homer McElhany		465.00							
		Janitor [a]		44.60							

[a] Names not stated in receivers' reports to Comptroller.

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]							
	[illegible]	[illegible]							
	[illegible]	[illegible]							
	[illegible]	[illegible]							
	[illegible]	[illegible]							
	[illegible]	[illegible]							
[illegible]	[illegible]	888 00	50,804	4,365	[illegible]	[illegible]			[illegible]
	[illegible]	10 00							
[illegible]	[illegible]	2,1[illegible]	118,316	[illegible]	[illegible]	0	0	[illegible]	[illegible]
	[illegible]	142 00							
	[illegible]	12[illegible] 00							
	[illegible]	10 00							
	[illegible]	54 00							
	[illegible]	[illegible] 00							
	[illegible]	[illegible]							
	[illegible]	2,115 16							
	[illegible]	80 00							
	[illegible]	2,[illegible] 61	[illegible]	8,0[illegible]2	80,402	0	0	40,000	[illegible]
	[illegible]	110 00	10,082	0,111	37,280	63,[illegible]	0	60,000	30,815
	[illegible]	359 48							
	[illegible]	31 00							
	[illegible]	1,500 00	1,[illegible]2	180	0,8[illegible]	0	0	7,000	547
	James [illegible]	7,800 00	221,301	18,077	80,470	0	0	100,000	24,[illegible]
	C. H. [illegible]	900 00							
	John D. [illegible]	461 [illegible]							
	T. L. Allen	1,0 00							
	Miss A. [illegible]	81 00							
	A. C. Bonner	184 50							
	F. A. Morton	10 40							
	[illegible]	20 [illegible]							
	[illegible]	148 00							
	[illegible]	4[illegible]							
[illegible] Bank, San Bernardino, Cal	[illegible]	2,[illegible]	100,[illegible]	6,944	52,654	0	0	91,000	18,143
	[illegible]	[illegible] 00							
	[illegible]	[illegible]							
	[illegible]	20 00							
	Accountants	[illegible]	172,080	0,500	[illegible]	30,000	0	0	0
[illegible]	[illegible]	140 00	8,[illegible]11	2,448	31,027	200	$110,000	0	0
[illegible]	[illegible]	[illegible] 00	0,400	400	10,007	0	0	4,000	1,220
[illegible]	Clerk hire	100 00	0	4	14,405	0	0	70,000	4,048

262	Baker City National Bank, Baker City, Oreg.	E. H. Blaker	185.00	51,118	16,528	20,508	0	0	22,000	5,863
		A. L. Beard	141.93							
		Salaries [a]	2,027.80							
263	First National Bank, Grant, Nebr.			2,233	1,797	21,353	1,553	$69,031	0	0
264	Wichita National Bank, Wichita, Kans.	A. A. Hilton & Walker	4,350.00	110,299	131,196	200,422	0	0	142,500	47,513
		—— Kramer	1,080.00							
		A. J. Wintrode	923.00							
		Miss Hannibal	598.97							
		—— Pintard	168.40							
		J. W. Bliss	201.84							
		—— Lytle	112.50							
		—— Hoffman	45.00							
		—— Garrison	26.25							
		—— Parsons	10.60							
		Miss Aiken	10.00							
		—— Winchell	110.20							
		A. R. Wilcox	45.00							
265	State National Bank, Vernon, Tex.	John R. Wood	433.00	20,934	7,554	6,327	0	0	48,200	13,684
		Elbert Youngblood	40.50							
		Wm. A. Lamson	40.00							
		J. T. Kimball	38.35							
		M. Collison	20.00							
		J. R. Talbert	10.00							
		A. C. McKinney	6.00							
		Salaries [a]	164.32							
266	National Bank of Middletown, Pa.	P. C. Elberti, Pa.	4,049.00	110,207	9,744	61,458	0	0	85,000	59,963
		J. B. Cole	1,076.00							
		Salaries [a]	180.00							
267	First National Bank, Kearney, Nebr.	Salaries [a]	3,606.92	50,868	10,244	59,863	0	0	144,000	55,162
	Total (number of banks, 21)			1,574,763	454,360	1,363,649	3,484	281,326	1,931,700	764,840
268	Buffalo County National Bank, Kearney, Nebr.	Clerk's salaries [a]	3,680.10	19,933	3,666	18,020	0	0	82,000	13,188
		Janitor [a]	98.50							
269	First National Bank, Johnson City, Tenn.	T. L. Brenham	60.00	31,407	3,429	14,335	0	0	50,000	13,654
		J. M. Montgomery	60.00							
		J. E. Brading	493.00							
		W. L. McFarland	171.00							
		S. T. Millard	77.00							
		W. G. Mathis	420.00							
270	Citizens' National Bank, Madison S. Dak.	J. Appernde	317.00	9,445	19,608	16,683	0	0	50,000	11,857
271	Citizens' National Bank, Spokane, Wash. (second failure).	L. A. Yeomans	132.90	20,727	42,896	95,832	0	0	150,000	13,209
		Harry L. Wilson	1,050.00							
		J. G. Long	585.00							
		D. D. Lancaster	204.85							
		W. C. Ufford	51.90							
		E. E. Beecroft	157.50							
		Chas. W. Weldon	33.50							
		W. R. Kelley	11.00							
		Oscar Munson	6.00							
		A. Stingle	5.00							

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Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
272	Tacoma National Bank, Tacoma, Wash.	H. O. Fishback		$1,266.00	$38,191	$11,480	$96,421	0	0	$164,000	$19,950
		Miss Minnie G. Shirtz		300.00							
		F. W. Clark		136.00							
		W. A. Lamson		135.00							
		M. Collison		33.00							
		H. H. Dalzell		15.00							
		Salaries[a]		2,000.00							
273	City National Bank, Quanah, Tex.	J. Kerr		585.00	56,804	4,393	23,491	0	0	100,000	22,349
		M. E. Kerr		10.00							
274	Central National Bank, Rome, N. Y.	W. H. Maxham		2,174.51	418,316	37,308	25,846	0	0	100,020	67,531
		Janitor[a]		142.00							
		A. London		125.00							
		Miss Spellicig		60.00							
		G. M. Palmer		54.30							
		F. L. Roth		25.00							
		C. D. Phillips		7.33							
		Salaries[a]		2,118.16							
		Watchman[a]		86.50							
275	First National Bank, Redfield, S. Dak.	Clerk hire[a]		2,793.61	77,259	8,072	50,462	0	0	40,000	16,157
276	North Platte National Bank, North Platte, Nebr.	C. F. Scharman		110.00	75,652	6,111	37,280	$2,755	0	60,000	30,814
		Clerk hire[a]		569.48							
		Janitor[a]		315.00							
277	Needle National Bank, Needles, Cal.	Clerk hire[a]		1,560.39	1,822	189	678	0	0	7,500	547
278	National Broome County Bank, Binghamton, N. Y.	James L. Hickoh		7,400.00	221,361	78,977	50,475	0	0	100,000	24,750
		C. H. Worden		905.00							
		John D. Brunner		461.25							
		T. L. Allen		176.00							
		Miss A. L. Gillette		81.60							
		A. C. Brunner		184.50							
		P. A. Marten		10.40							
		H. E. Volk		20.93							
		Clerk hire[a]		668.00							
		Janitor		43.75							
279	First National Bank, San Bernardino, Cal.	O. H. Kole		2,750.75	106,879	6,943	52,684	0	0	93,000	18,142
		H. Curtis		180.00							
		Janitor[a]		236.75							
		F. L. Sargent		50.00							
280	Dover National Bank, Dover, N. H.	Accountant[a]		689.20	172,686	6,596	3,545	39,000	0	0	0
281	Browne National Bank, Spokane, Wash.	R. B. Glass		140.00	8,711	2,348	33,927	206	$115,566	0	0
282	First National Bank, Anacortes, Wash.	Janitor		2.50	6,400	496	10,607	0	0	4,000	1,220
283	Holdrege National Bank, Holdrege, Nebr.	Clerk hire[a]		180.50	0	4	14,405	0	0	75,000	4,648

284	National Bank, Kansas City, Mo.	H. Ferguson	Mo.	2,595.00	925,252	70,409	366,499	0	0	230,000	196,535
		H. H. Cooke		2,062.50							
		C. A. Spalding		2,625.00							
		C. W. Eoff		594.00							
		A. Tytler		480.00							
		G. T. Orlandie		185.20							
		E. Case		155.00							
		E. P. Powell		100.00							
		A. Perry, jr		100.00							
		A. Perry, sr		60.00							
		M. Newcome		40.00							
		Miss Ewing		18.75							
		Salaries [a]		6,695.25							
		Watchman [a]		113.00							
285	First National Bank, Texarkana, Tex.	Christian Ballet		326.67	37,249	1,809	3,653	0	0	30,000	20,153
		Shedds S. Kern		25.00							
		Wm. M. Basqe		20.00							
		J. E. Kirby		20.00							
		John Stewart		14.45							
		Shellie Skenn		12.50							
		Clerk hire [a]		8.00							
286	First National Bank, Ravenna, Nebr.	E. A. Thompson		500.30	11,603	416	20,239	2,872	0	20,000	7,174
		Clerk hire [a]		345.00							
287	City National Bank, Forth Worth, Tex.	E. T. Hollis		6,958.67	212,435	101,730	160,470	0	0	300,000	59,018
		Lee Moore		543.16							
		Jno. W. Sanbridge		191.66							
		H. C. Weaver		12.65							
		John Pierce		12.00							
		Salaries [a]		916.31							
288	First National Bank, Dublin, Tex.				4,617	2,076	11,668	8,350	0	0	0
289	First National Bank, Ocala, Fla.	C. D. Massey		1,475.00	78,526	43,082	58,579	0	0	50,000	10,264
		C. A. Pyne		380.00							
		Jackson Deer		76.00							
		R. K. Waitman		40.00							
		H. S. Williams		40.00							
		Arthur Griffin		34.00							
		J. O. Deer		30.00							
		S. S. Bullock		23.25							
		——— Robertson		80.00							
		D. C. Hull		1.00							
		Janitor [a]		233.60							
		Stenographer [a]		216.76							
290	First National Bank, Willimantic, Conn.	G. L. Stone		2,690.69	222,883	44,474	94,307	0	0	100,000	32,742
		——— Culverhouse		215.60							
		M. Crelsson		18.50							
		Mrs. A. M. Murray		10.00							
		Janitor [a]		91.07							
		Salaries [a]		1,140.05							
291	First National Bank, Port Angeles, Wash. (second failure).				2,118	2,873	15,496	0	0	12,500	9,875

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Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
292	First National Bank, Ida Grove, Iowa (formerly in voluntary liquidation).	Clerk hire [a]		$4.00	0	0	$4,826	0	0	0	0
293	First National Bank, Pella, Iowa	W. A. Lamson		50.00	$39,969	$9,494	5,499	$4,797	0	$50,000	$12,725
		I. C. Moore		30.00							
		Salaries [a]		1,382.98							
294	Merchants' National Bank, Seattle, Wash	Jos. B. Hill		1,715.00	115,464	24,594	206,484	0	0	150,000	72,180
		R. A. Wright		1,000.00							
		H. F. Meserve		162.50							
		Ella Schmaud		50.00							
		Salaries [a]		2,586.50							
295	Union National Bank, Denver, Colo	F. A. Painter		62.50	730,557	594,875	448,620	117,416	0	500,000	361,668
		Salaries [a]		15,917.30							
296	Superior National Bank, West Superior, Wis.	T. G. Alvord		2,375.00	100,285	1,227	8,673	0	0	0	0
		H. Peterson		83.14							
		Stenographer [a]		28.75							
297	Puget Sound National Bank, Everett, Wash. (second failure).	L. K. Church		1,073.45	52,815	7,312	4,247	268	$97,653	50,000	12,500
		S. E. Johnson		862.50							
		A. G. Scholl		30.40							
		D. Hunt		30.00							
		J. Diels		24.05							
298	Keystone National Bank, West Superior, Wis.	C. S. McDowell		975.00	89,052	34,212	33,376	0	0	166,000	31,671
		C. W. Harvey		675.00							
		J. H. Lings		188.20							
		Florence Doyle		92.50							
		Claudine Chase		25.00							
		E. E. Simmons		25.00							
		—— Logan		20.00							
		Tom Perkins		7.50							
		Salaries [a]		644.50							
299	First National Bank, South Bend, Wash	A. S. Davis		1,019.45	17,255	1,458	20,499	0	0	50,000	11,440
		J. J. Brown		200.00							
		Wm. A. Lamson		61.18							
		Salaries [a]		300.00							
300	State National Bank, Denver, Colo. (formerly in voluntary liquidation; restored to solvency for voluntary liquidation).				0	0	0	0	0	0	0
301	Kearney National Bank, Kearney, Nebr	C. S. Ickes		455.00	24,994	17,401	46,523	0	0	100,000	12,927
		T. W. Marrs		21.00							
		Salaries [a]		635.95							

302	First National Bank, Wellington, Kans	J. T. Edwards		1,000.00	37,872	604	20,212	5,136	0	50,000	26,500
		Salaries [a]		845.00							
303	Columbia National Bank, Tacoma, Wash	Salaries [a]		2,010.92	127,154	26,732	41,520	0	0	213,500	143,186
	Total (number banks, 36)				4,095,693	1,217,294	2,116,081	180,800	213,219	3,147,520	1,277,956
304	First National Bank, Orlando, Fla. (second failure).	Julia S. Pomeroy		31.85	25,355	72,105	35,013	0	0	50,150	20,342
		Salaries [a]		1,006.45							
305	Bellingham Bay National Bank, New Whatcom, Wash.	Salaries [a]		1,434.00	36,259	1,521	30,869	0	0	60,000	12,946
306	Chattahoochee National Bank, Columbus, Ga.	E. H. Epping		508.33	88,471	7,944	81,579	0	0	100,000	61,390
		C. L. Bitz		300.00							
		O. M. Holland		175.00							
		H. H. Hunter		75.00							
		Miss Scarbrough		45.83							
		Salaries [a]		2,281.17							
307	German National Bank, Lincoln, Nebr	J. A. Crumpton		490.00	15,544	2,807	11,503	0	0	55,000	3,655
		C. R. Tallmadge		525.00							
		J. P. Hayden		190.00							
		Ralph Winger		75.00							
		E. W. Fairfield		68.00							
		S. K. Hale		30.00							
		G. F. H. Schwake		25.00							
	Fort Stanwix National Bank, Rome, N. Y	A. L. Dale		3,686.62	432,630	32,560	131,160	0	0	150,000	124,591
		B. H. Huntington		2,793.80							
		C. G. Lillinbeck		1,963.66							
		B. Griffin		1,740.30							
		Salaries and office expenses.[a]		510.00							
		Jno. D. Grosvenor		525.00							
		Miss Lou Oster		305.00							
		W. A. Russ		224.00							
		W. A. Maxham		204.06							
		Calvin Petril		138.00							
		J. A. Spellicey		104.00							
		G. K. Betts		80.00							
		Jessie McPherson		82.00							
		Arthur Dale		75.00							
		Ella O'Hallern		20.00							
		Geo. Meyer		48.00							
		Burt Olney		50.00							
		H. L. Howlett		8.00							
		K. White		7.00							
		F. B. Hodges		25.00							
	Farmers' National Bank, Portsmouth, Ohio	Joseph Armstrong		4,607.70	227,367	15,713	10,016	0	0	235,000	124,637
		W. R. Smith		2,187.50							
		J. W. Snyder		1,180.00							
		Jos. A. Cleaver		489.00							
		B. F. Vincent		112.00							
		Katherine Friend		10.00							

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					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
310	Humboldt First National Bank, Humboldt, Kans.	Salaries (including compensation of receiver).a		$287.00	$33,819	$2,331	$14,982	$9,012	0	$30,000	$17,682
311	Grand Forks National Bank, Grand Forks, N. Dak.	T. D. Hogan	Ill	3,200.00	165,615	8,320	172,863	0	0	200,000	40,362
		T. L. Melgaard		799.75							
		G. A. Larson		663.10							
		A. J. Cole		675.00							
		P. V. P. Wiggins		405.00							
		A. E. Tobin		275.00							
		T. McMahon		177.50							
		J. Valley		138.90							
		O. E. Thompson		112.50							
		A. Brownell		75.00							
		N. Smith		86.00							
		L. H. Lorenson		30.00							
		M. McVeetie		25.00							
		P. W. Hennessy		30.90							
		M. F. Murphy		20.00							
		A. E. Hogan		25.00							
312	First National Bank, Bedford City, Va	H. G. Burks		483.32	30,148	1,605	18,660	0	0	50,000	28,866
		C. W. Wharton		260.00							
		C. L. Mosely		50.00							
		Salaries.b		95.60							
313	National Bank of Jefferson, Tex	Porter.b		21.00	160,122	3,112	14,035	0	0	78,750	53,178
		Phelps & Terry		150.00							
		Herbert Spellings		70.00							
		Miss Schreiner		16.66							
		Salaries and office expenses.b		215.54							
314	Sumner National Bank, Wellington, Kans	J. E. Edwards		816.07	49,225	1,405	21,902	10,601	0	56,000	17,888
		C. A. Richardson		45.00							
		Salaries.b		300.00							
315	First National Bank, Cheney, Wash	C. A. Hutton		46.50	11,851	79	9,285	0	0	11,500	4,780
		Salaries.b		32.00							
316	Kittias Valley National Bank, Ellensburg, Wash.				26,488	915	69,782	0	0	50,000	30,090
317	First National Bank, Hillsboro, Ohio	Wm. Matthews		858.29	182,207	79,193	12,551	13,101	0	100,000	80,535
		Conard Roads	Ohio	675.08							
		Jno. R. Horst		672.25							
		R. W. Scott	Ohio	436.26							
		W. E. Meyer		264.00							

		Martha Purkhiser		107.90							
		R. A. Davidson		20.00							
		Guy H. Kennedy		10.00							
318	American National Bank, Denver, Colo. (restored to solvency and resumed business Jan. 7, 1897).			0	0	0	0	0	0	0	0
319	First National Bank, Minot, N. Dak	A. R. Greis		80.00	19,452	2,040	19,052	0	0	$50,000	10,106
		Salaries [b]		1,380.00							
320	Yates County National Bank, Penn Yan, N.Y.	F. S. Tower		588.66	39,116	9,280	32,463	0	0	50,000	19,078
		Jno. Grodey		120.83							
		W. W. Gilmore		110.12							
		De Witt Harriman		100.00							
		W. D. Fox		100.00							
		Salaries [b]		1,080.00							
321	First National Bank, Larned, Kans	do [b]		300.00	25,023	10,334	8,342	1,442	114,048	0	0
322	Citizens National Bank, San Angelo, Tex	G. T. Given		468.18	37,642	10,178	12,368	2,110	0	20,000	4,372
		Gilmore Given		142.50							
		Emil Harmuth		119.55							
		Phil Given		12.50							
323	Sioux National Bank, Sioux City, Iowa	H. F. Clough		3,433.33	114,035	17,073	752,500	46,702	0	225,000	152,180
		G. L. Hudson		1,740.00							
		H. A. Gooch		69.00							
		F. A. Black		127.50							
		F. D. Clements		86.25							
		G. A. Fitzgibbon		46.00							
		F. J. Chapman		24.00							
324	American National Bank, New Orleans, La	H. W. Spear		3,676.07	128,235	31,881	185,420	0	0	200,000	68,674
		T. R. Roach		1,833.30							
		S. Patrick		520.00							
		Porter [b]		200.00							
		S. Turner		300.00							
		G. W. Longeron		155.00							
		C. B. Laurcesse		133.30							
		B. C. Keith		62.49							
		Salaries [b]		1,059.00							
325	First National Bank, Helena, Mont	B. C. Van Houten		4,805.49	1,022,614	634,228	573,400	0	0	800,000	371,541
		F. W. Agats		4,740.00							
		M. J. Wilson		3,100.00							
		G. O. Freeman		2,454.71							
		E. N. Duncan		1,503.35							
		——— Wilcox		1,125.00							
		Jessie M. Green		946.67							
		Wm. Muth		758.00							
		Geo. H. Hill		728.32							
		J. W. Luke		506.66							
		J. N. Keuck		406.66							
		J. B. Sibley		366.75							
		——— Powers		350.00							
		H. W. Seymour		250.00							
		R. Thompson		150.00							

[a] Examiner in charge or temporary receiver, per diem.

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325	First National Bank, Helena, Mont.—Continued.	Miss Wilson		$133.32							
		R. Sturrech		100.00							
		J. E. Stuart		100.00							
		Jesse U. Green		75.00							
		Miss Donnelly		33.33							
		Geo. Williams		53.33							
		Ren. Prosser		26.40							
		D. A. Holmes		77.50							
		Salaries[a]		780.83							
326	Bennett National Bank, New Whatcom, Wash.	C. R. McMillen		118.94	$42,811	$4,850	$49,821	$1,518	0	$35,000	$11,344
		J. B. Baldy		79.08							
		Belle Lomareaux		6.50							
		S. P. Tapping		3.00							
		R. J. Watson		2.00							
		Salaries[a]		41.00							
327	First National Bank, Springville, N. Y.	W. B. Hull		612.50	54,967	10,324	8,346	0	0	50,000	8,828
		W. N. M. Hays		200.00							
		H. W. Tanner		185.72							
		G. H. Barker		100.00							
		John Phillips		40.00							
		A. E. Seipp		6.00							
		Salaries and office expenses.[a]		3,047.36							
328	First National Bank, Mount Pleasant, Mich.	E. J. Van Lenom		701.84	42,283	4,536	15,723	0	0	17,000	4,873
		Clerk[a]		667.50							
		Janitor[a]		46.00							
		R. G. Whitney (watchman).		20.80							
		Stenographer[a]		26.42							
		——— Gibbs		10.00							
329	First National Bank, Ithaca, Mich.	J. P. Gibbs		1,687.60	67,435	20,731	8,935	0	0	0	0
		M. T. Chifry		88.00							
		——— Caldwell		40.00							
		——— Lawrence		87.27							
		Night watchman[a]		20.75							
330	City National Bank, Tyler, Tex.	H. J. McIntosh		1,652.50	52,420	3,117	52,715	0	0	100,000	25,157
		C. D. Jarratt		187.50							
		J. S. Loftin		326.67							
		Miss Syvilla Minge		76.28							
		H. E. Lassiter		62.70							
		T. E. Williams		30.00							

		Edgar Williams		12.50							
		Mary Bonner (typewriter).		6.25							
	Total (number banks, 27)				3,131,134	988,162	2,353,285	84,486	$114,048	2,773,400	1,297,095
331	First National Bank, Garnett, Kans	J. F. Foster		124.00	41,505	27,694	8,856	0	0	0	0
		L. V. Foster		20.00							
		Clerk hire [a]		585.00							
332	First National Bank, Eddy, N. Mex	Bookkeeper [a]		1,925.60	51,213	4,093	25,513	0	0	18,000	16,200
		Janitor [a]		203.50							
		Stenographer [a]		16.50							
333	Second National Bank, Rockford, Ill	E. W. Linden		2,695.00	273,222	17,569	149,866	12,158	0	110,000	81,328
		Marion E. Gannory		1,125.00							
		W. M. Kimball		158.00							
		Geo. L. Woodruff		121.50							
		F. W. Waterman		22.50							
334	Marine National Bank, Duluth, Minn	N. J. Hall		897.50	131,995	30,817	18,805	8,304	0	156,000	55,134
		J. P. Johnson		675.00							
		Mary A. Morrison		120.00							
		E. M. Gaylord		40.00							
		Blanch Maxwell		15.00							
		Salaries [a]		1,946.70							
		Janitor [a]		33.50							
335	First National Bank, Decorah, Iowa	E. R. Baker		634.25	104,551	35,682	13,165	0	0	75,000	16,200
		A. Mufert		283.25							
		Thos. Riley		240.00							
		Janitor [a]		65.50							
		Stenographer [a]		6.00							
		Salaries and office expenses. [a]		968.55							
336	Missouri National Bank, Kansas City, Mo	Chas. W. Eoff		1,617.50	744,114	162,553	204,802	0	0	250,000	173,518
		Hamlet Ferguson		55.00							
		Salaries [a]		8,117.89							
337	First National Bank of East Saginaw, Saginaw, Mich.	Miss Caldwell		24.40	289,710	44,279	68,488	27,240	0	100,000	68,667
		R. Hall		122.98							
		—— Field		450.00							
		J. C. Bassett		1,115.00							
		—— Dixen (janitor)		50.00							
		Janitor [a]		204.00							
338	First National Bank, Tyler, Tex	J. S. Loftin		1,350.00	171,946	37,241	154,510	0	0	200,000	34,830
		Geo. S. McGhee		1,100.00							
		Sybella Minge (stenographer).		192.55							
		Miss Littlejohn (stenographer).		50.00							
		C. D. Jarratt (stenographer).		50.00							
		Stenographer [a]		132.50							
		H. H. Marsh		25.00							

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338	First National Bank, Tyler, Tex.—Continued.	Jno. Ingram (porter)		$11.50							
		H. J. McIntosh (porter).		50.00							
		Oscar Huey (porter)		20.00							
		H. Williams (porter)		20.00							
		Porter[a]		121.65							
339	First National Bank, Niagara Falls, N. Y.	E. P. Warren		611.08	$72,232	$14,980	$58,254	$3,178	$134,602	$14,000	$5,285
		W. Evans		333.32							
		H. H. Graessers		103.33							
		G. T. Dumer		125.00							
		O. Ackerman (janitor).		70.00							
		J. E. Rutledge		32.50							
		Bookkeeper[a]		130.00							
		Stenographer[a]		10.00							
40	National Bank of Illinois, Chicago, Ill.	E. E. Simmons	N. Y.	9,621.00	11,932,745	1,340,736	1,989,289	0	0	1,000,000	838,508
		E. Allen Frost	Ill.	6,125.00							
		N. G. Nicholson		1,936.25							
		Marie E. McCraffery	Ohio	1,510.00							
		M. F. Mahoney		1,375.00							
		E. P. Fassett		906.25							
		E. M. Colton		779.28							
		E. H. Harrison		600.00							
		D. J. Ghaselli		682.50							
		H. E. Smith		700.00							
		J. F. Wood		550.50							
		R. H. Finlen		525.00							
		A. L. Kipp		525.00							
		J. M. Bush	Ill.	525.00							
		Anna Campbell		182.50							
		G. Clemmer		150.00							
		Ed. Rankin		112.50							
		E. Potter		100.00							
		L. E. Simmons		90.00							
		E. F. Rankin		52.20							
		J. Jones		40.00							
		Bertha Leibert		34.00							
		A. B. Newcomb		27.00							
		Stenographer[a]		154.75							
341	Big Rapids National Bank, Big Rapids, Mich. (formerly in voluntary liquidation).	Eddy & Edie (expert accountants).		1,651.18	9,817	63	125	0	0	0	0

		Mrs. Groff		4.75							
		Mrs. Godwin		3.76							
		Clerk hire [a]		101.60							
342	Second National Bank, Grand Forks, N. Dak.	Thos. D. Hogan		2,565.32	116,693	4,680	33,332	0	0	50,000	29,096
		D. S. Dayan		749.98							
		A. E. Tobin		235.50							
		T. McMahon		130.50							
		A. E. Hogan		100.00							
		L. H. Lorensen		55.00							
		N. Smith (janitor)		33.50							
343	First National Bank, Sioux City, Iowa (restored to solvency Mar. 16, 1897, and resumed business).										
344	Citizens' National Bank, Fargo, N. Dak	T. L. Milgord		3,238.00	194,559	12,547	279,405	0	0	100,000	69,718
		J. P. Birchall		335.20							
		Wm. Cloutier		120.00							
		G. A. Laesen		37.50							
		Ed. Mathieusen		24.00							
345	Merchants' National Bank, Devils Lake, N. Dak.	A. S. Wemple		525.00	7,074	47,204	1,397	0	41,940	0	0
		Extra expense [a]		50.00							
346	First National Bank, Alma, Nebr	A. J. Whitmore		23.44	1,983	157	3,277	0	0	50,000	4,302
		Salaries [a]		60.00							
347	Columbia National Bank, Minneapolis, Minn.	E. C. Garrigues		4,237.80	190,620	37,134	46,345	24,463	0	120,000	42,351
		F. F. Safford		780.00							
		P. T. P. Wiggins		295.00							
		W. H. Boland		127.00							
		Flora Madigan		104.35							
		A. T. Mor		48.00							
		E. E. Simmons		12.00							
		Janitor [a]		46.50							
		Stenographer [a]		372.67							
348	Dakota National Bank, Sioux Falls, S. Dak.	P. S. Knowles		150.00	164,898	22,235	22,407	0	0	50,000	43,374
		L. R. Root		52.50							
		Salary [a]		437.15							
		Janitor [a]		45.50							
349	First National Bank, Newport, Ky	Guy H. Kennedy		3,900.00	308,554	218,954	113,022	0	0	0	0
		Frank Schuh		520.00							
		R. W. Phillips		500.00							
		E. H. Davenport		305.00							
		Geo. Winter		300.00							
		J. D. Hengelbrok		75.00							
		Mollie Nixon		40.00							
		H. G. Motteran		25.00							
		George Crowhurst		20.00							
		R. Neblett		40.00							
		B. F. Evans		34.00							
		Salaries and office expense. [a]		103.60							
		Henry Speer, jr.		975.00							
		John Moore		130.00							

[a] Names not stated in receivers' report to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in— Dividends on claims proved.	Offsets.	Loans paid.	Amount returned to shareholders. In cash.	In assets.	Amount of assessment upon shareholders.	Collected therefrom.
349	First National Bank, Newport, Ky.—Continued.	H. M. Benton		$17.40							
		Wm. Jones		10.00							
		May Kavanaugh		10.15							
350	German National Bank, Louisville, Ky	L. A. Spindle		3,420.83	$310,388	$51,799	$59,775	$9,587	0	$145,870	$119,495
		M. Grossman		515.33							
		J. T. Colling		336.66							
		J. H. Kirwan		211.31							
		R. H. Helber		82.00							
		W. H. Davis		87.00							
		W. P. Anderson		72.66							
		Leslie Van Antwerp		233.00							
		Minnie Fritsch	Ky	177.00							
		Lillian Smith		79.00							
		J. W. Cook		83.33							
		Nora I. Carroll		74.00							
		Mason Stewart		50.00							
		Jos. Ewing (janitor)		61.50							
		Marion H. Moore		58.70							
		W. B. McCauslen		28.30							
		W. H. Davis		30.00							
		E. A. Newhaus		34.95							
		W. Henser		12.00							
		H. C. Bentney		8.00							
		Z. M. Hulse		2.00							
351	Mutual National Bank, New Orleans, La	W. H. Spear		969.75	103,472	14,363	154,058	4,997	0	70,000	26,585
		B. C. Keith		62.51							
		H. B. Daboval		500.00							
		Salaries[a]		4,975.00							
		F. M. Thom		107.11							
		Watchman[a]		30.00							
352	Merchants' National Bank, Ocala, Fla	C. D. Massey		675.00	38,215	7,758	32,639	0	0	100,000	26,583
		C. A. Pyne		445.00							
		W. A. Redding		333.33							
		J. W. Lancaster		115.00							
		T. E. Jordan		49.84							
		L. Robertson		50.00							
		Stenographer[a]		121.00							
		Janitor[a]		62.50							
353	Moscow National Bank, Moscow, Idaho	J. E. Richards		1,500.00	37,491	5,913	31,455	0	0	75,000	19,829
		W. P. Connaway		115.00							

		Janitor[a]		154.05							
		Clerk hire[a]		78.05							
		Salaries and expenses[a]		612.79							
354	First National Bank, Olympia, Wash	C. I. Taylor		160.00	96,611	8,256	41,646	6,823	0	44,000	11,133
		F. M. Garvey		58.30							
		Chas. P. Clary		10.00							
		Clerk[a]		41.65							
		Janitor[a]		71.00							
		W. A. Lang (janitor)		93.00							
355	First National Bank, Franklin, Ohio	Guy H. Kennedy		402.50	53,221	4,368	18,558	0	0	50,000	32,459
		W. F. Schenck		821.25							
		Edith Barker		328.50							
		Grace E. Leary		120.00							
		R. P. Parks		10.00							
		Mary L. Drak		19.50							
		Janitor[a]		62.00							
356	First National Bank, Griswold, Iowa	John C. Bryant		538.32	44,866	5,395	15,227	7,210	0	50,000	36,570
		Office expenses[a]		448.51							
357	National Bank of Potsdam, N. Y	Warren W. Price		3,050.00	308,281	13,366	118,510	2,976	0	140,000	59,162
		W. E. Huggard		1,252.04							
		H. A. Watkins		279.65							
		J. L. Murray	N. Y	1,643.30							
		R. Donovan		600.00							
		Clerk hire[a]		299.17							
		Janitor[a]		93.35							
358	Northwestern National Bank, Great Falls, Mont.	P. Kelly		4,715.28	723,098	56,444	260,546	2,207	$247,012	0	0
		S. M. Baker		2,043.27							
		P. McBride		360.00							
		R. P. Rickard		200.00							
		O. Quesnel		145.00							
		S. C. Armstrong		100.00							
		A. R. Wilcox		87.60							
		M. Kendall		25.00							
		C. O. Jenks		20.00							
		Janitor[a]		38.33							
359	Merchants' National Bank, Jacksonville, Fla	F. W. Conrad		2,790.83	108,103	5,245	101,099	0	0	100,000	37,057
		Miss Kennedy (stenographer)		308.33							
		W. P. Baya		275.00							
		Miss Nelson		30.00							
		Janitor[a]		85.00							
		Clerks[a]		420.00							
		Stenographer[a]		15.60							
	Union National Bank, Minneapolis, Minn	do		1,118.60	276,330	167	8,966	132,326	0	250,000	170,869
360	The Dalles National Bank, The Dalles, Oreg	N. J. Sinnott	Oreg	1,725.00	148,313	9,364	14,768	344	47,564	0	0
361		Chas. P. Clary		166.00							
		Max Vogt		62.50							
		Isaac Perry (janitor)		35.00							
	City National Bank, Gatesville, Tex	C. E. Moore		440.00	13,335	7,065	20,211	1,324	29,850	0	0

362

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					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
363	Merchants' National Bank, Helena, Mont.	F. W. Agatz	Wash.	$3,820.00	$636,142	$151,469	$270,181	0	0	$350,000	$145,750
		B. C. Van Hanten	Wash.	3,833.27							
		M. J. Wilson	Mont.	2,296.88							
		G. O. Freeman		655.00							
		J. A. Walker		304.80							
		Stenographer[a]		555.00							
364	First National Bank, Orleans, Nebr.	Mrs. Peter O. Hedlund		120.00	7,536	0	1,799	0	0	43,000	13,080
365	Keystone National Bank, Erie, Pa.	C. M. Tibbals		2,370.00	245,577	36,928	34,355	0	0	150,000	84,525
		J. T. Colling		2,247.00							
		Jas. H. Haskinson		913.31							
		Miss Lulu Gannon		910.20							
		Geo. C. Loomis		453.43							
		E. Messenkoff		300.95							
		Lulu Butler		263.50							
		Guy H. Kennedy		250.00							
		Mrs. Alice Davis		183.50							
		Mazie St. John		172.50							
		Lillie Schlandecker		165.00							
		Geo. W. Stout		80.00							
		James Gallagher		60.00							
		Miss H. Oppenheimer		51.25							
		Geo. M. Lyle		48.66							
		H. M. Hill		45.00							
		C. J. Metz		20.00							
366	Merchants and Miners' National Bank, Philipsburg, Mont.	Clerk[a]		305.00	53,229	370	1,804	0	$78,499	40,000	34,800
		Janitor[a]		79.10							
367	First National Bank, Asheville, N. C.	F. A. Hull		2,620.13	8,785	376	3,334	0	0	100,000	2,417
		S. T. Dorset		501.00							
		A. H. Brown		73.24							
		E. Coffin		20.00							
		J. H. Stelling		20.00							
		Clerks and office expenses.[a]		30.00							
		E. M. Kemp (janitor)		47.86							
368	First National Bank, Benton Harbor, Mich.	Geo. B. Caldwell		15.00	86,197	11,149	14,731	$695	23,496	0	0
		Clerk hire[a]		550.53							
		Clerk hire and labor[a]		676.57							
	Total (number of banks, 38)				18,106,621	2,448,413	4,389,520	243,832	602,963	4,000,870	2,208,825

369	Sault Ste. Marie National Bank, Sault Ste. Marie, Mich.	F. B. Wanen		176.94	79,211	0	1,361	0	0	20,000	11,906
		T. T. Trempe		172.50							
		Clerk[a]		66.08							
370	First National Bank, Pembina, N. Dak.	J. La Moure	N. Dak.	1,916.00	83,432	5,495	14,956	0		50,000	17.974
		Nellie Purdy		883.50							
		E. D. Brooks, jr.		60.00							
		Thos. D. Hogan		26.80							
		C. B. Hollister		25.00							
		Clerks and office expenses.[a]		373.31							
		Janitor[a]		53.50							
371	Chestnut Street National Bank, Philadelphia, Pa.	H. E. Young	Pa.	12,750.00	2,195,334	218,813	750,476	156,512	0	500,000	178,058
		J. M. Mach	Pa.	11,229.52							
		R. J. Young		2,858.16							
		——— Steele		1,080.00							
		——— Carson		837.50							
		A. Thompson		345.10							
		——— Huber		213.84							
		——— Baird		211.95							
		——— Hardt		167.50							
		W. C. Smith		148.34							
		——— Clark		116.66							
		——— Ashton		70.84							
		——— Elliott		63.88							
		——— Fleming		45.82							
		——— Remsen		41.54							
		W. Douglas		28.12							
		——— Seybert		25.56							
		——— Ainsworth		23.33							
		——— Tither		23.00							
		Miss Ludwig		20.00							
		——— Ramagor		14.58							
		——— Jamison		12.50							
		——— McConnell		8.89							
		——— Nolan		4.00							
		Stenographer[a]		654.25							
		Watchman[a]		374.28							
		Janitor[a]		10.70							
372	National Bank, Paola, Kans.				10,099	2,402	721	1,627	48,771	0	0
373	First National Bank Larimore, N. Dak.	L. Shortidge		390.00	20,199	2,301	23,699	0	0	50,000	14,432
		J. C. La Bean	N. Dak.	1,143.89							
		Mrs. Finburg		99.57							
		W. H. Sharpnack		42.00							
		Jennie Milne		14.50							
		Clerk[a]		165.00							
		Stenographer[a]		310.00							

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					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
874	Hampshire County National Bank, Northampton, Mass. (restored to solvency and resumed business Mar. 20, 1899).	F. A. Macomber		$1,383.33	$508,910	$136,857	$7,843	$62,620	$180,589	0	0
		John W. Hartwell		400.00							
		J. Archie Crosin		90.00							
		Geo. H. Sergeant		56.00							
		Maurice H. Ever		202.74							
		Alice Lymans		24.90							
		Raymond B. Harris		21.73							
		B. M. Macomber		17.05							
		F. A. Felton		14.67							
		Wm. L. Kean (expert accountant).		55.49							
		Chas. D Newton janitor).		35.22							
		Geo. H. Smith (janitor).		47.85							
		W. H. Strong (janitor).		20.00							
		N. A. Felton (watchman).		32.00							
875	State National Bank, Logansport, Ind. (formerly in voluntary liquidation).	F. R. Fone (accountant).		20.00	0	0	21,980	3,900	96,940	0	0
		Stenographer[a]		126.00							
	Total (number of banks, 7)				2,897,185	365,868	821,036	224,659	326,300	$620,000	$222,370
876	First National Bank, New Lisbon, Ohio	F. T. Deemer		1,770.00	95,083	3,943	1,516	0	0	50,000	39,257
		W. B. McCausland		410.50							
		Annie Elliott		310.00							
		D. Beck		217.17							
		Sallie Tilby		111.00							
		G. R. Pritchard		46.00							
		Alice Glenn		12.16							
		J. K. Moffat		24.00							
		W. O. Ellis		16.00							
		Walter Brown		3.13							
		W. P. Potts		3.00							
		Henry W. Davis		2.00							
877	First National Bank, Carthage, N. Y.	W. H. Barry	N. Y.	2,384.27	194,772	18,898	29,563	7,032	0	90,000	62,832
		F. R. Huntington		363.33							
		Susie S. Hannah	N. Y.	262.00							
		Edward F. Brown		130.00							

		T. J. Quinn		100.26							
		Miss Edith Porter		63.00							
378	First National Bank, Neligh, Nebr.	Will Spencer		232.50	70,724	7,055	15,974	0	0	50,000	11,348
		C. Johnson		2.00							
379	First National Bank, Flushing, Ohio	F. M. Cowens		462.50	62,649	6,226	524	0	0	2,500	2,303
		C. A. De Lay		33.33							
		Janitor[a]		8.22							
380	First National Bank, Emporia, Kans.	C. A. Ballweg	Kans.	1,262.50	325,415	25,229	71,229	0	0	100,000	69,382
		H. P. Clark		585.00							
		A. E. Speck		563.35							
		J. C. Jones		194.05							
		F. M. Anderson		187.50							
		Solomon West		75.00							
		Clerks and office expenses.[a]		1,704.86							
		Janitor[a]		40.00							
381	First National Bank, Cordele, Ga.	R. E. Harris	Ga.	602.60	4,080	25,286	10,200	0	0	4,500	801
		Chas. H. Egbert		25.00							
		Clerks[a]		540.00							
		Janitor[a]		1.85							
382	Cocheco National Bank, Dover, N. H.	Frank R. Bliss		1,288.33	105,314	5,710	15,183	53,400	0	0	0
		Anna M. Bliss		286.67							
383	Citizens' National Bank, Niles, Mich.	F. M. Edie (expert accountant).		1,197.00	114,532	4,652	12,263	0	0	50,000	0
		C. L. Wood (bookkeeper).		600.00							
		W. R. Wills		296.00							
		Stenographer[a]		207.95							
		Bookkeeper[a]		205.50							
		Janitor[a]		87.71							
		W. L. Fowler (watchman).		12.00							
384	Atchison National Bank, Atchison, Kans.	T. B. Geron		638.50	92,859	9,034	714	0	0	50,000	0
		C. G. Banett		133.32							
		J. C. Jones		166.00							
		Cora Terry		40.00							
		Janitor[a]		54.00							
385	First National Bank, Penn Yan, N. Y.	A. M. Kendall		258.75	79,877	2,202	21,667	5,395	0	50,000	18,100
		Geo. H. Lapham		16.50							
		Jno. A. Underwood		10.00							
		Clerk[a]		305.15							
386	First National Bank, Arkansas City, Kans. (formerly in voluntary liquidation; second failure).				0	0	4,850	0	0	21,000	6,296
387	First National Bank, McPherson, Kans. (formerly in voluntary liquidation).				5,718	0	0	0	0	21,000	10,311
	Total (number of banks, 12)				1,151,028	108,235	183,683	65,827	0	489,000	220,657

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					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
388	Broadway National Bank, Boston, Mass.	J. M. March	Pa.	$123.85	$2,024,779	$223,705	$875	$2,561	$1,062,965	0	0
		S. D. Bullock		75.00							
		Cora L. Cox		21.60							
		Clerks [a]		1,420.44							
		Robt. Lyons	Ohio	419.00							
389	Peoples' National Bank, Denver, Colo. (formerly in voluntary liquidation.)	E. L. Spaulding		21.00	152,546	0	6,513	10,763	0	$150,000	$116,869
		Clerks [a]		1,000.00							
		Clerks and office expenses. [a]		459.63							
390	Globe National Bank, Boston, Mass.	Geo. Wing	Mass.	5,400.00	2,861,140	261,820	4,052,940	5,651	1,052,857	1,000,000	979,021
		J. A. Mathews	Ind.	2,850.00							
		W. H. Baker, jr		1,797.37							
		G. S. Hampton		1,725.00							
		Miss Ramsay	Mass.	1,700.00							
		H. F. Currier	Mass.	891.51							
		J. D. Bullock		761.40							
		A. Demster		237.86							
		E. K. Amodon		205.35							
		W. A. Smith		172.83							
		J. H. Moore		136.00							
		O. O. Rogers		110.00							
		J. M. March	Pa.	83.43							
		E. T. Flanagan		111.12							
		C. E. Stevens		25.00							
		A. Stevens		12.50							
		L. C. Wear		16.00							
		—— Nye		7.27							
		F. S. Baker		4.50							
		Clerks [a]		27.20							
		Janitor [a]		170.75							
391	Merchants' National Bank, Rutland, Vt.	C. H. Weist		347.34	307,352	42,698	2,406	0	0	100,000	92,837
		B. H. Burt		180.00							
		F. L. Fish		45.00							
		H. F. Currier		30.00							
		M. G. Langdon		27.00							
		B. W. Stickney		11.25							
		G. S. Smith		5.10							
		Clerk [a]		109.00							
		Stenographer [a]		98.10							
		Janitor [a]		78.00							

392	Somerset National Banking Co., Somerset, Ky.	H. Leubling	Ky	935.50	120,556	9,627	15,450	6,321	0	21,000	6,231
		C. B. Hicks	Ky	250.00							
		L. B. Jordan	Ky	145.00							
		E. S. Tayler		125.00							
		J. E. Duff		50.00							
		L. A. Spindle		45.30							
		A. B. Gillespie		45.00							
		W. West		33.87							
		Dan Berden		22.50							
		R. D. Garrett		20.00							
		R. N. Waddle		15.00							
		J. M. Hall		12.76							
		E. Parsons		5.00							
393	South Danvers National Bank, Peabody, Mass.	F. Tayler	Mass	4,040.00	198,033	19,216	89,506	0	0	150,000	135,462
		H. F. Currier		50.00							
		L. Cornell		42.00							
		I. S. Currie		30.00							
		Clerks and office expenses.[a]		795.64							
		Isaac Farran, janitor.	Mass	1,314.77							
	Total (number of banks, 6)				5,684,406	557,066	4,167,690	25,296	2,115,822	1,421,000	1,330,510
394	American National Bank, Baltimore, Md.	Hugh McEldery	Md	5,460.00	331,201	66,859	113,825	0	0	18,000	10,292
		J. S. Tayler	Md	999.77							
		Philip Bross	Md	755.30							
		—— Shay		429.52							
		—— Mason		375.00							
		—— O'Brien		302.00							
		—— Newberger		239.95							
		Robt. Lyons	Ohio	237.50							
		—— Lilly		75.79							
		C. G. Warner		73.02							
		—— Gauss		54.98							
		—— Crouch		43.75							
		J. Hine		30.00							
		Janitor[a]		10.00							
		—— James		7.28							
		—— Spinner		3.00							
		Clerks[a]		240.51							
	First National Bank, White Pigeon, Mich.	Clerk hire[a]		268.38	45,858	3,227	9,291	6,151	49,412	0	0
395	First National Bank, Niles, Mich.	C. M. Montague	Mich	1,867.50	322,306	26,119	34,787	0	0	100,000	63,149
396		F. J. Wood	Mich	1,387.50							
		C. F. Powell		233.20							
		Belle Calverly	Mich	200.00							
		Belle Cross		194.60							
		Minnie Bell		148.09							
		C. L. Wood		52.00							
		G. S. Happin, jr.		50.00							

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					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
396	**First National Bank, Niles, Mich—Cont'd...**	Janitor[a]		$11.00							
		Clerks[a]		325.00							
		Clerks and office expenses.[a]		715.00							
397	**Farmers National Bank, Vergennes, Vt.**	Lois E. Lyon	Vt.	805.60	$85,125	$9,129	$79,224	0	0	$60,000	$44,433
		W. B. Dalrymple		342.63							
		S. W. Hillers		100.00							
		R. Cunningham		55.75							
		Stephen Bates, janitor.		43.25							
		Clerks and office expenses.[a]		571.81							
		Robt. Lyons	Ohio	110.00							
398	**Le Mars National Bank, Le Mars, Iowa**	Frank Kort		423.50	75,971	9,424	27,632	$4,880	0	100,000	35,850
		Janitor[a]		35.00							
		F. L. McLain stenographer.		25.35							
		Lucy Perkins		3.80							
399	**First National Bank, Vancouver, Wash.**	Jas. Crawford	Wash.	1,462.50	227,070	7,119	2,712	1,570	0	30,000	16,140
		A. J. Cook	Wash.	675.00							
		T. Workman		258.30							
		Martin Carke		37.50							
		M. Clare		35.00							
		J. W. Maxwell		30.00							
		W. H. Brewsters		27.50							
		M. R. Sparks		16.75							
		R. J. Harvey		4.00							
		Lewis Buggy		3.30							
		Frank Nerton		2.00							
400	**Pynchon National Bank, Springfield, Mass.**	L. E. Stafford	Mass.	2,196.00	1,035,705	39,884	356,640	0	0	98,000	35,178
		Jno. B. Knight	Mass.	2,052.00							
		Moses Greenbaum	Ill.	454.98							
		Rosa Martensen	Mass.	405.00							
		Robt. Lyons	Ohio	370.00							
		Geo. R. Bond		208.33							
		Ralph Gibbs		125.00							
		Val. C. Finney		120.00							
		John E. Coleman		360.42							
		H. K. Chapin		70.00							
		Miss G. U. Reed, stenographer.		52.00							

		Ralph Cunningham		28.00							
		Janitor*	Mass.	210.25							
402	City National Bank, Buffalo, N. Y.	C. F. Powell	N. Y.	13,916.30	3,016,432	323,721	686,255	0	0	300,000	167,805
		K. G. Wall	N. Y.	1,882.08							
		A. J. Winkelman	N. Y.	1,584.33							
		E. M. Tyler	N. Y.	1,430.00							
		F. H. Barton	N. Y.	875.00							
		A. D. Ralph		581.26							
		H. H. Lewis		506.65							
		J. R. Boag		487.50							
		W. H. Baines		390.40							
		W. A. Mason		351.11							
		A. Radonovits		285.00							
		J. W. Fryer		276.78							
		M. A. Black		229.92							
		L. H. Gethoefer		217.30							
		J. W. Hall		92.52							
		F. Schultz		72.89							
		C. E. Mason		55.00							
		O. Sealback		51.04							
		W. G. Holden		48.88							
		F. E. King		34.00							
		A. H. Bosworth		28.66							
		C. H. Haven		28.16							
		S. F. Burton		22.84							
		A. J. Cohn		20.00							
		P. F. Schuster		17.50							
		W. E. Freeman		14.84							
		H. J. Work		13.00							
		A. W. Clark		12.72							
		A. L. Chambers		6.80							
		Clerks and office expenses.*		805.00							
403	First National Bank, Austin, Tex., restored to solvency and resumed business Jan. 2, 1902.				0	0	0	0	0	0	0
404	Eufaula National Bank, Eufaula, Ala.	E. Y. Dent	Ala.	1,360.00	123,715	27,654	85,039	0	0	100,000	49,339
		M. Greenbaum	Ill.	400.00							
		E. E. Greer	Ala.	150.00							
		H. Banks	Ala.	59.95							
		W. W. Young		50.00							
		J. J. Speight		41.25							
		J. H. Hollingsworth		30.00							
		R. Floyd	Ala.	13.15							
		M. Sanford		8.75							
	Total (number of banks, 11)				5,263,383	513,136	1,395,405	12,601	$49,412	806,000	422,186

* Names not stated in receiver's report to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in— Dividends on claims proved.	Offsets.	Loans paid.	Amount returned to shareholders. In cash.	In assets.	Amount of assessment upon shareholders.	Collected therefrom.
405	First National Bank, Belmont, Ohio	A. M. Simpson	Ohio	$535.00	$213,074	$13,703	$8,654	$1,971	0	$50,000	$35,516
		C. A. De Lay		130.00							
		David Pangle		32.00							
406	Hancock National Bank, Boston, Mass. (formerly in voluntary liquidation).	H. Wallis Morrison	Mass.	771.67	131,478	0	10,858	42,035	0	90,000	80,129
	Total (number of banks, 2)				344,552	13,703	19,512	44,006	0	140,000	115,645
407	Central National Bank, Boston, Mass.	W. O. Lovell	Mass.	5,002.59	2,116,552	599,639	484,939	44,611	$433,010	0	0
		J. K. Cummins	Ohio	2,362.54							
		J. H. Crocker	Mass.	1,901.89							
		D. M. Meyers	Mass.	1,805.59							
		N. B. Gladwin	Mass.	1,182.84							
		J. W. Norvell	Ill.	466.65							
		Katherine R. Walsh		353.50							
		Robt. Lyons	Ohio	315.00							
		Louise N. Crocker		203.66							
		G. W. Davis		178.93							
		J. B. Huston	Mass.	135.00							
		G. H. Allen	Mass.	90.63							
		F. C. Whitney		90.63							
		J. A. Pearson		58.33							
		G. H. Kerr		25.01							
		C. B. Whitney		10.22							
		M. Louise Swan		9.00							
		H. L. Bailey		11.00							
		M. Hinchcliffe		7.00							
		Sadie S. Allen		46.25							
		A. M. Taylor		53.13							
		A. S. Nelson		25.00							
		A. R. Morris		20.84							
408	National Bank of South Pennsylvania, Hyndman, Pa.	Chas. G. Stowers		81.25	54,092	1,209	178	3,857	50,007	0	0
		N. A. Blair		60.00							
		H. O. Blair		12.51							
409	First National Bank, Asbury Park, N. J.	J. E. Davis	N. J.	1,679.33	250,181	26,650	104,598	10,010	0	53,000	22,280
		L. Mae Rawson	N. J.	1,415.22							
		M. B. Slocum	N. J.	795.00							
		A. A. Whitney	N. J.	275.00							
		C. E. Aucher		158.19							
		M. H. Scott		135.00							
		E. M. Fielder		16.04							

410	First National Bank of Florida, Jacksonville Fla.	H. W. Butler	Ill	2,375.00	118,526	34,790	43,331	0	0	50,000	10,640
		Katie Cartmel	Fla	1,486.50							
		H. L. Wilson	Iowa	600.00							
		Robt. Lyons	Ohio	285.00							
		L. A. Bates		290.00							
		Geo. Miller, jr	Fla	288.00							
		J. W. Wilson		279.96							
		Margaret Allen		244.00							
		A. O. MacDowell, jr		192.30							
		Wallace Small	Fla	108.00							
		Claudine McClinton		106.50							
		A. J. Hartman		93.50							
		Ollie Miles		78.00							
		G. Joiner		92.00							
		Frances Drury		76.00							
		F. W. Murphy, jr		23.08							
		R. C. Cooley		96.16							
		G. Beidelman		70.50							
		Harwood Rosser		34.62							
		Eddie Des Rochers		8.00							
		R. Smith		26.60							
		Lenwood Hancock		22.00							
		Samuel McCray		33.00							
		Earnest Vaughn		16.00							
		Julius Gilstrop	Fla	4.00							
		Ralph Herzog		6.00							
		J. T. Nesbit		72.95							
		Albert Preston		34.00							
		Salaries—proportion office expenses.[a]		25.00							
411	Southport National Bank Southport, Conn.	N. J. Doyle	Conn	2,043.50	189,715	11,971	83,355	0	0	83,000	65,932
		F. P. Sherwood	Conn	733.06							
		Robt. Lyons	Ohio	510.00							
		E. C. Sherwood	Conn	205.00							
		A. M. Wetherell	Conn	188.00							
		John Lawson	Conn	42.00							
412	Navesink National Bank, Red Bank, N. J.	A. A. Whiting	N. J	2,335.10	259,086	31,884	166,191	0	0	50,000	42,138
		L. Mae Rawson	N. J	1,400.00							
		Jas. Throckmorton, jr		543.75							
		Wm. Reed		314.75							
		H. B. Clayton		302.70							
		John S. Bamton	N. J	236.00							
		M. B. Slocum	N. J	216.00							
		H. C. Terhune		112.50							
		Frank I. Whitehead	Ohio	105.00							
		J. E. Davis	N. J	62.50							
		Chas. Vavrina		45.50							
		T. H. Berniger		10.00							
413	Citizens National Bank, Beaumont, Tex	J. E. Duff	Tex	2,270.00	257,864	132,313	141	4,345	0	100,000	60,862
		D. R. Gladney	Tex	2,222.65							
		Miss Jessie Ulbrey	Tex	220.00							

[a] Names not stated in receiver's report to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in— Dividends on claims proved.	Offsets.	Loans paid.	Amount returned to shareholders. In cash.	In assets.	Amount of assessment upon shareholders.	Collected therefrom.
413	Citizens National Bank, Beaumont, Tex.—Continued.	Mary Barnes	Tex.	$196.00							
		J. H. Whitis		149.25							
		Mrs. Mary Smith		90.00							
		A. D. Childres		115.00							
		W. E. Crews		102.00							
		Edeck Aldridge		28.00							
		D. McCullough		42.00							
		L. Stein		85.00							
		L. Albertson		35.70							
		C. L. Cash		20.00							
		J. B. Synnot		4.00							
		P. Frazer	Tex.	16.35							
414	Groesbeck National Bank, Groesbeck, Tex.	David Murphy		733.31	$48,271	$17,986	$80,012	0	0	$50,000	$13,734
		C. S. Bond		146.66							
		H. C. Philpott		130.00							
		Nelse Thomas	Tex.	75.00							
		Scott Hamilton		42.91							
		W. W. Johnson		33.32							
		A. R. Henderson		10.00							
415	Packard National Bank, Greenfield, Mass.	J. E. Morrison	Mass.	1,217.35	243,619	19,073	50,368	$4,314	$96,191	0	0
		C. E. Spicer	Mass.	213.00							
		Celia M. Flynn	Mass.	86.00							
		W. C. Conant	Mass.	79.95							
		R. D. Dickinson	Mass.	32.00							
		T. A. Lucas	Mass.	24.00							
416	Bolivar National Bank, Bolivar, Pa. (restored to solvency and resumed business Oct. 15, 1906).	F. E. Robinson	Pa.	1,280.00	82,154	6,733	878	274	21,950	0	0
		Janitor[a]		24.55							
417	Federal National Bank, Pittsburg, Pa. (restored to solvency and resumed business Dec. 14, 1903).				0	0	0	0	0	0	0
418	First National Bank, Allegheny, Pa. (restored to solvency and resumed business Dec. 7, 1903).				0	0	0	0	0	0	0
	Total (number of banks, 12)				3,620,060	882,248	1,013,991	67,411	601,158	386,000	215,586
419	First National Bank, Victor, Colo.	G. H. Peterson	Colo.	400.00	165,752	31,740	8,038	0	0	0	0
		Bookkeeper[a]		615.00							
		Janitor[a]		30.00							

420	Farmers' National Bank, Henrietta, Tex	C. W. F. Suddath	Tex	1,151.60	88,204	39,352	19,805	7,344	0	42,000	31,584
		P. Andrews		78.40							
		H. B. Patterson		2.00							
421	Indiana National Bank, Elkhart, Ind	D. C. Thomas	Ind	2,872.50	247,487	48,588	16,660	0	0	100,000	63,787
		J. L. Hodgman	Nebr	587.50							
		E. W. Butler		531.00							
		Merle Doty	Ind	427.65							
		Robt. Lyons	Ohio	230.00							
		Emma Goard		149.68							
		John Ortt		122.50							
		Arthur Fister		61.00							
		Catharine Thomas		37.02							
		Amy Gravit		132.00							
		Lulu Watts		10.00							
		John Koran		12.00							
		Florence McKean		49.30							
		Mary Clayton		36.56							
		Abbe Rogers		13.44							
		Blanch Bulla		4.21							
		Jessie Sherman		6.09							
		Agnes L. Wright		10.79							
422	First National Bank, Storm Lake, Iowa	R. L. Crowell		225.02	36,722	14,917	72,909	0	0	50,000	10,000
		L. Christensen (janitor).		97.50							
		Janitor[a]		90.00							
		Florence Bates		54.50							
		R. E. Ruster		52.50							
		C. D. Coates	Iowa	10.75							
		W. Griddle, (night watchman).		15.00							
		—— Roby (stenographer).		50.00							
		—— Mrs. Taylor (stenographer).		5.00							
		Lulu Wright		5.00							
		—— Hoffman (stenographer).		5.00							
		Miss Harmeim (stenographer).		1.50							
		F. W. Kemp (stenographer).		2.00							
		E. E. Rhodes (stenographer).		1.00							
		E. Engelson		.50							
		Extra help[a]		157.25							
		Olive Wold (stenographer).		29.50							
		C. W. Andridge (janitor).		28.00							

[a] Names not stated in receiver's reports to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
422	First National Bank, Storm Lake, Iowa—Continued.	Miss Little (stenographer).		36.50							
		Stenographer[a]		25.00							
		D. Anderson		19.50							
		A. K. McClintack (clerk).	Iowa	6.00							
		Miss Butler (stenographer).		1.15							
		Bookkeeper[a]		80.00							
423	Citizens' National Bank, McGregor, Tex	W. E. Crews		286.35	$60.231	$52,260	$1,951	$1,020	0	$10,000	$6,800
		Clerks[a]		158.00							
		Robt. Hering		7.50							
		H. J. Canfield		7.00							
		Janitor[a]		3.50							
424	Equitable National Bank, New York, N. Y	H. A. Miskinien		480.35	174,263	37,638	50,549	23,227	$157,072	0	0
		R. E. Mansell	N. J	301.67							
		O. T. Reeves	Ill	555.00							
		Miss K. Lynch		195.00							
		Geo. Schenck		85.70							
		Chas. H. Chapman		125.00							
		C. Siebert		68.34							
		L. Mae Rawson	N. J	80.00							
		E. Q. Field		32.10							
		Annie O'Connor		40.00							
		E. K. Cherrill		30.00							
		W. B. Nedon		25.00							
		H. G. Hannan		30.00							
		B. Enobs		15.00							
		P. Cockerel		10.00							
		E. Nichols		12.50							
425	American Exchange National Bank, Syracuse, N. Y.	L. Mae Rawson	N. J	1,820.00	232,411	81,752	154,541	0	0	134,000	90,840
		Roger L. Jones	N. Y	1,450.00							
		G. K. Betts	N. Y	1,215.00							
		Maggie Lutchmeyer, janitress.	N. Y	107.00							
		C. A. Crouse		62.50							
		C. S. McMullen		167.00							
		Jas. A. Griffin		50.00							
		H. N. Bulcock		100.00							
		L. A. Nichols		30.00							
		Gertrude Ross		141.38							

		Mrs. J. L. Murray		166.67							
		J. E. Barrett		62.50							
		C. H. Sanford		12.50							
		W. L. Schultz		31.50							
426	First National Bank, Matthews, Ind	F. Reasoner	Ind	397.50	22,409	5,886	24,791	0	0	25,000	14,033
		Ella Jeffers		214.00							
		Clerks[a]		21.00							
		Saml. Echer		10.00							
		Miss Barido		3.00							
		Chas. Cheesman		10.00							
427	Galion National Bank, Galion, Ohio	Janitor[a]		214.12	84,936	27,755	40,984	0	0	60,000	24,495
		C. L. Raymond		221.87							
		L. W. Blythe	Ohio	1,580.00							
		J. H. Strawn	Ill	125.81							
		F. E. Mahla		45.00							
		Office expenses[a]		90.00							
428	First National Bank, Billings, Okla. (formerly in voluntary liquidation).[b]				0		0	0	0	0	0
429	Orange Growers National Bank, Riverside, Cal.	C. L. Daniels	Cal	550.00	552,873	1,630	33	44,762	0	0	0
		Clerk hire[a]		500.00							
		Myrtle Atkins	Cal	40.00							
		H. M. Helman		10.00							
		A. E. Haberlin		5.00							
430	National Bank of Holdenville, Ind T	W. A. Pollock	Ind. T	2,990.00	26,610	31,608	15,308	0	0	50,000	1,960
		H. Oldam	Ill	1,797.40							
		L. J. Meyers	Ind. T	472.50							
		W. T. Williams		197.33							
		G. H. Vass		160.10							
		L. H. Selser	Okla	137.50							
		do	Okla	30.55							
		L. Jeelyers		2.50							
		Janitor[a]		2.50							
		Robt. Lyons, clerk		40.00							
431	Capital National Bank, Guthrie, Okla	L. H. Selser	Okla	4,067.50	297,441	105,981	303,328	0	0	100,000	41,831
		R. S. Briggs	Okla	1,424.92							
		Bertie Kennedy	Okla	883.65							
		O Bowdon	Okla	280.00							
		C. S. McCright		112.50							
		Lillian Barclay		83.50							
		Minnie Maxey		37.50							
		Joe Ellis (janitor)	Okla	283.75							
		Will Ellis (janitor)		22.00							
		E. Grenis		113.14							
		I. A. Potvins		92.50							
		O. B. Funows		36.79							
		Lard Davis		25.00							
		Edward Falliers		1.25							
		Harry E. Pentecost		1.00							
		J. K. Nayler		2.10							

[a] Names not stated in receiver's report to Comptroller.
[b] No assets came into possession of receiver and expenses of receivership paid by directors or stockholders of bank.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
431	Capital National Bank, Guthrie, Okla	L. H. Sesler	Okla	$4,067.50	$297,441	$105,981	$303,328	0	0	$100,000	$41,831
		J. E. Burt		1.70							
		D. L. Cross		8.75							
		G. A. Nelson		20.00							
432	First National Bank, Macon, Ga	L. T. Stallings	Ga	3,585.00	635,807	45,496	91,607	$103,536	$140,688	200,000	134,764
		Miss F. Wade	Ga	818.00							
		Jesse Duncan	Ga	458.20							
		K. P. Allen		93.00							
		R. E. Findley		52.00							
		F. Massenberg		32.50							
		J. E. Wilson		7.25							
433	First National Bank, Cape May, N. J	F. S. Loyd	N. J	200.34	28,071	11,947	208	0	0	0	0
		Stenographer[a]		19.75							
		E. F. Townsend		5.00							
434	Elk City National Bank, Elk City, Okla	J. G. Queenan	Okla	175.00	16,673	1,755	16,008	0	0	0	0
		L. D. Stusher	Okla	184.00							
		Clerk hire[a]		144.00							
		A. Miller		35.00							
		Chas. Krone (janitor)	Okla	17.00							
435	Medina National Bank, Medina, N. Y	Milton J. Whedon	N. Y	450.00	148,179	15,460	85,554	0	0	50,000	6,700
		R. W. Clark		320.00							
		J. E. Barrett		287.50							
		J. C. Spear		96.00							
		Oliver Nemo		94.00							
436	First National Bank, Grinnell, Iowa	Mrs. C. Laros		67.20	253,099	12,146	3,270	0	0	100,000	58,301
		E. W. Butler	Ill	2,595.38							
		J. Lasheck		386.67							
		W. C. Staat		87.33							
		J. Lasheck, sr. (janitor).	Iowa	24.00							
		Do		24.00							
		Mrs. E. W. Butler		32.00							
		Sadie Laros		27.50							
		Myrtle Beardsley		24.00							
		H. M. Harris		40.00							
		Stenographer[a]		20.00							
		Mrs. E. W. Butler	Ill	30.00							
		Orella Moore (stenographer).		2.00							
		S. Laws		3.00							

437	Peoples National Bank, Swanton, Vt.	J. E. Morison		1,826.66	58,882	6,032	21,236	0	0	50,000	8,500
		F. N. French	N. H.	340.00							
		L. E. Carsley		160.00							
		L. E. Lyon	Vt.	161.00							
		Robt. Lyons	Ohio	100.51							
		Miss A. A. Mitchell		37.00							
		Margaret French	Vt.	15.00							
		Miss Bradley (typewriter).		1.00							
		Typewriter[a]		1.70							
		C. H. Sanborn		25.00							
		Bessie S. Rogers		3.75							
438	First National Bank, Claysville, Pa.	H. G. Murray	Ill.	965.80	217,308	3,076	6,802	0	0	50,000	47,464
		J. W. Grimes	Pa.	212.50							
		H. E. Sprowls	Pa.	434.00							
		Robt. Lyons	Ohio	180.00							
		J. E. Barrett		126.00							
		Janitor[a]		9.25							
		Watchman		26.00							
	(Total number of banks, 20)				3,347,358	575,019	933,582	179,889	297,760	1,021,000	541,059
439	Berlin National Bank, Berlin, Wis.	Salaries[a]		2,035.66	86,766	5,909	63,192	0	0	50,000	32,890
440	Wooster National Bank, Wooster, Ohio	Leone Bogner	Ohio	845.32	278,203	44,289	33,459	0	0	100,000	66,730
		H. B. Parke	N. J.	460.50							
		C. E. Ohliger	Ohio	355.77							
		L. R. Kramer		355.71							
		J. E. Barrett	Iowa	315.35							
		Harry L. George		90.00							
		G. E. McClure		10.58							
		H. E. Kramer		86.16							
441	Big Bend National Bank, Davenport, Wash.	D. B. Putnam	Wash.	1,210.00	291,434	124,252	11,707	0	0	50,000	27,282
		F. W. Agatz		100.00							
		F. H. Luce		20.00							
		Janitor[a]		40.00							
442	Citizens' National Bank, Oberlin, Ohio	Henry Avery		719.50	201,311	40,375	37,563	0	0	60,000	47,171
		Walter Neidner	Mo.	701.61							
		H. B. Parke	N. J.	458.06							
		J. H. Strawn	Ill.	179.84							
		Bertha C. Eckert		10.00							
		Wm. Strange		35.00							
		C. N. Whitney		30.00							
		Beryl Filley	Ohio	10.00							
		B. F. Eckert		10.00							
		Nora Lord		5.00							
443	First National Bank, Conneaut, Ohio	John Lasheck	Iowa	1,033.00	47,742	29,481	25,857	0	0	50,000	24,313
		Mina Cooper		56.25							
		May Walsh		28.00							
		Salaries and office expenses.[a]		105.00							

[a] Names not stated in receiver's report to Comptroller.

Number of national banking associations, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receiver-ships.	Name and location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in—			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
444	First National Bank, Faribault, Minn	S. S. Crossett	Minn	$1,666.66	$248,576	$34,035	$21,403	0	0	$50,000	$25,716
		W. J. Butler	Ill	669.86							
		S. S. Hotchkiss		500.00							
		J. E. Barrett	Iowa	466.52							
		E. C. Baird		270.00							
		S. M. West		199.10							
		M. Murphy		118.74							
		W. Neuner	Mo	133.00							
		H. F. Leach		111.75							
		C. M. Whitney		83.35							
		T. C. Gardner		55.00							
		S. P. Wall		60.00							
		W. Todd		25.36							
		Janitor[a]		18.80							
445	American National Bank, Abilene, Tex	J. J. McLean	Ill	1,925.00	83,274	31,074	61,437	0	0	75,000	22,349
		Janitor[a]		82.05							
		Nelson Moore		50.00							
446	First National Bank, Nederland, Tex	D. R. Gilchrey	Tex	360.00	5,085	6,199	466	0	0	6,250	3,402
		J. C. Kerr		92.50							
		J. E. Duff		50.00							
		Salaries[a]		6.65							
447	First National Bank, Cornwall, N. Y	Minnie McBurney		5.00	21,627	3,728	4,631	0	0	0	0
448	First National Bank, Lexington, Okla	L. T. Volz	Okla	1,762.50	2,756	1,769	10,175	0	0	25,000	6,000
		D. G. Queenan	Okla	130.10							
449	First National Bank, Barberton, Ohio	John H. Strawn	Ill	1,016.03	159,669	19,997	1,942	0	0	50,000	14,261
		Beryl Filley	Ohio	323.50							
		Robt. Lyons	Ohio	189.00							
		H. C. Beisner	Ohio	94.35							
		A. Stauffer		92.90							
		W. F. Alberton		57.20							
		A. A. Moore		15.00							
		Janitor[a]		28.75							
		Salaries and office expenses.[a]		90.00							
450	First National Bank, Ladysmith, Wis	C. A. Knudson	Wis	1,096.65	24,110	7,926	4,298	0	0	25,000	7,024
		J. A. Corbett	Wis	50.00							
		Clara C. Schraut		2.00							
451	Fredonia National Bank, Fredonia, N. Y	Blaine E. Randon	N. Y	3,333.33	282,933	112,931	180,365	0	0	100,000	61,342
		Jennie E. Sanburg	N. Y	927.80							
		A. R. Haeberle	N. Y	255.00							
		Julia Wilson		152.25							

		L. Mae Rawson	N. J	325.00							
		R. C. Hall	N. Y	475.00							
		Robt. Lyons	Ohio	165.45							
		A. Wilson Hopkins	N. Y	100.00							
		S. A. Hollingreen		35.00							
		Laurel Stone	N. Y	110.00							
		H. W. Paddock	Ill	125.00							
		Louis West		30.00							
		Marion C. Aldrich		14.46							
		C. H. Hatch		10.00							
452	Vigo County National Bank, Terre Haute, Ind.	J. R. Duncan		4.80	589,740	89,151	290,033	0	0	0	0
		J. O. Reilly		3.50							
		Salaries[a]		4,061.75							
453	First National Bank, Topeka, Kans.	J. T. Morrisey	Kans	2,532.43	1,261,041	208,523	159,403	0	0	300,000	21,875
		W. Neidner	Mo	3,250.00							
		C. S. Bowman		350.00							
		D. W. Norton		300.00							
		W. A. Smith		92.38							
		D. D. Hope		83.33							
		S. G. Zimmerman		77.32							
		D. L. Lakin		50.00							
		Salaries and office expense.[a]		81.44							
454	Spring Valley National Bank, Spring Valley, Ill.	W. K. Trimble	Ill	1,496.67	84,062	8,328	18	0	0	50,000	4,500
		Arthur Cook	Ill	329.97							
		Jas. T. Corbin		99.17							
		John Barton		75.00							
		Anton Foletti		30.00							
		Ed Fuller		5.00							
455	First National Bank, Toluca, Ill.	G. Stockton	Ill	946.67	193,109	34,686	1,215	0	0	100,000	39,700
		H. B. Parke	N. J	685.50							
		J. W. Parker		253.34							
		Jas. H. Wilson		86.67							
456	City National Bank, Kansas City, Mo.	W. A. Smith		642.58	751,719	107,974	386,919	0	0	0	0
		W. A. Bishop		250.00							
		A. W. Battelon		222.50							
		J. E. Barnett		125.00							
		Albert Wilezlebeau		75.00							
		O. S. Richards		67.50							
		Miss Garnier		60.00							
		A. L. McBride		33.36							
		Jos. Ellis		33.32							
		Morris Biltz		5.53							
		Owen Buckley		11.08							
		Stenographer[a]		16.00							
		Sam Steele		80.00							
457	Minot National Bank, Minot, N. Dak.	Lillian Fesler	Iowa	1,650.00	44,837	37,204	23,140	0	0	0	0
		O. Erickson		591.00							
		F. B. Chapman		345.00							
		Ida Wilson		120.36							
		S. A. Householder		15.00							

[a] Names not stated in receiver's report to Comptroller.

Number of national banking association, with their capital stock, that have been placed in charge of receivers since January 1, 1893, etc.—Continued.

No. of receivership.	Name of location of bank.	Name of other employees.	State appointed from.	Amount of compensation.	Paid to creditors in			Amount returned to shareholders.		Amount of assessment upon shareholders.	Collected therefrom.
					Dividends on claims proved.	Offsets.	Loans paid.	In cash.	In assets.		
457	Minot National Bank, Minot, N. Dak.—Continued.	Miss McConnell		$12.20							
		Lizzie Irish		4.15							
		Ada Randall		3.75							
458	First National Bank, Orrville, Ohio	J. H. Strawn	Ill.	188.71	$16,435	$10,148	$1,884	0	0	$25,000	$8,640
		D. J. Leickheim		25.00							
		Beryl Filley	Ohio	10.00							
		Salaries and office expenses.[a]		281.43							
459	Peoria National Bank, Peoria, Ill	Arthur Cook, clerk	Ill.	2,630.00	627,200	75,616	442,817	0	0	0	0
		John Elder, clerk	Ill.	2,506.82							
		F. H. Bracken		662.50							
		Pearl Mack		170.00							
		C. C. Brinckerhoff		60.00							
		Clarence Kerkhoff		6.00							
		Lottie League		20.00							
		Philip Gregg		10.83							
		Margaret B. Reilly (stenographer).	Ill.	1,318.00							
		J. H. Fullerton (janitor).	Ill.	866.25							
		A. Addleman (watchman).		50.00							
460	Enterprise National Bank, Allehgany, Pa	Miss L. Gerhardt	Ill.	1,522.97	516,981	176,786	452,240	0	0	200,000	177,225
		C. C. Murray	Ill.	4,185.00							
		Lucy V. Smith	Pa.	600.00							
		H. G. Murray	Ill.	962.78							
		C. H. Sauers		361.92							
		H. L. George		233.10							
		Thos. E. Harvey		11.46							
		P. C. Keyes	Ohio	3,029.00							
		J. D. Grier		56.10							
		H. B. Scott		83.50							
		Jno. Moore		346.50							
		Mrs. C. M. Koler		11.30							
		John Lasheck	Iowa	1,259.61							
		Frank Michenard	La.	540.74							
		Chas. E. Barber	Ill.	411.55							
		J. E. Barrett	Iowa	300.00							
		J. R. Richards		168.00							
		Harry Hendricks	Pa.	432.77							
		Cora Kotzene	Pa.	590.00							
		J. H. Harding		302.16							

		Janitor[a]		25.00							
		Robt. Lyons	Ohio	591.75							
	Total (number of banks, 22)				5,819,510	1,210,381	2,214,164	0	0	1,316,250	590,420
461	Farmers' National Bank, Kingfisher, Okla.				2,147	200	9,647	$2,360	$13,882		
462	First National Bank, Lineville, Ala. (restored to solvency and resumed business Jan. 29, 1906).	Office expenses[a]		1,118.20	19,366	7,873	12,781	0	0	0	0
463	American National Bank, Boston, Mass.	H. B. Parke	N. J.	3,648.40	120,201	29,587	87,959	0	0	0	0
		M. Louise Swain	Mass.	395.00							
		H. F. Curier	Mass.	154.90							
		C. S. Eaton		20.00							
		R. W. Mosher		10.00							
464	First National Bank, West, Tex.	E. G. Brown		40.65	73,975	5,182	2,144	0	0	25,000	6,352
		J. M. Duncan	Tex.	394.95							
		Janitor[a]		25.50							
465	First National Bank, Attalla, Ala.	Luther Coley	Ala.	676.35	27,444	13,304	38,678	0	0	30,000	5,327
		Robert Lyons	Ohio	294.35							
		Fred Lucy		25.00							
		Fred. Cox		35.00							
		M. Scales		1.50							
466	Delmont National Bank of New Salem, Delmont, Pa.	H. L. George		41.25	31,459	5,021	6,546	0	0	25,000	13,543
		Frank Michinard	La.	717.45							
		Robert S. George		320.00							
		Ina Waddell	Pa.	173.00							
		J. M. Kick		50.00							
		Janitor[a]		72.50							
467	First National Bank, Chelsea, Mass.	John Lasheck	Iowa	1,147.20	299,462	103,628	78,006	0	0	300,000	144,055
		H. B. Parke	N. J.	1,310.00							
		M. A. Andrews		393.35							
		C. B. Luce		247.26							
		A. E. Edwards		162.48							
		A. B. Wells		156.00							
		A. B. Bacon		145.84							
		Francis S. Newhall		70.00							
		A. H. Fernald		45.00							
		A. J. Brown		41.67							
		E. E. Edwards		37.50							
		M. Louise Swain	Mass.	30.00							
		A. P. Noble		28.00							
		N. A. Hall		24.00							
		Mina Caverly		15.00							
468	Bates National Bank, Butler, Mo	E. C. Vandagrift	Ill.	1,810.83	55,679	44,294	2,172	0	0	50,000	19,920
		Susie Clay	Mo.	620.00							
		S. F. Warnock		569.35							
		J. C. Reavis		350.00							
		E. Requa		6.67							
	Total (number of banks, 8)				629,733	209,089	237,933	2,360,000	13,882	430,000	189,197

[a] Names not stated in receiver's reports to Comptroller.